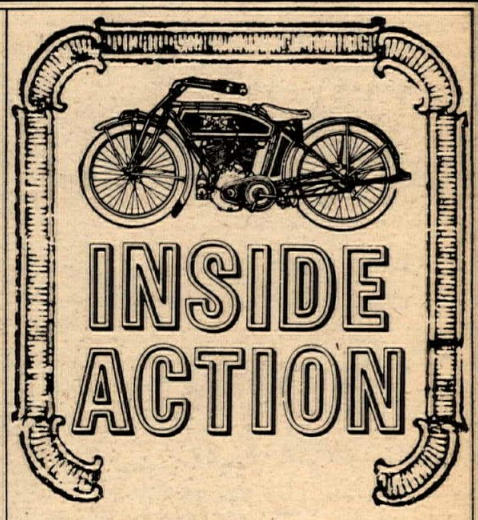
VOLUME VIII NUMBER 11 March 30, 1971 PRICE THIRTY CENTS

Cycle News WEST

Bruce Brown films motocross action for his super motorcycle flick "On Any Sunday" which is reviewed on page 5 of this issue. Ron Bishop on his Kawasaki gets the jump off the line on Tom Muto's Husky, but it didn't last long. Tom finished 4th, Ron didn't. More on Page 7.



DAYTONA WRAPUP
— page 6 —

DESERT DRAGS
— page 9 —

BUILD A HACK
— page 16 —

EUROPE TOUR
— page 17 —

WEEKEND RESULTS

J.N. & MAX TAKE MINT

By Sharon Clayton

LAS VEGAS, NEV., Mar. 21, 1971 — In spite of a painful injury, desert star J.N. Roberts and his teammate Max Switzer broke the two-year winning streak of Mike Patrick and Phil Bowers to capture the Mint 400 for Husqvarna. A mere 20 bikes of the 94 starters finished the race that began at 9 a.m. and lasted until 8:45 p.m. Winner Roberts took the lead at the start and held it all the way. J.N.'s team mate Max Switzer was not turning laps as fast as J.N. but he was going fast enough to hold the lead which Roberts developed. J.N. broke down once in the first lap with an electrical problem and went over the bars once, resulting in painful but not serious injuries. His winning time was 9:54:05.

The course was reported to be extremely rough after the first check all the way to the end. As desert goes this course was quite flat with the billowing powder for which the Mint is justly famous. There was no relief after the powder because the trail led into the foothills which were paved with shock-breaking rocks.

The race started off with a kind of excitement that makes racers wish they had another business. A collision between Jerry Sauter and Don Bohannon delayed Sauter about an hour

(Please turn to page 7)

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

FRIDAY, MAR. 26

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

SWAP-O-RAMA at Orange County Fairgrounds by Cycle News. Doors open at 5 p.m., closes at midnight. $3 for sellers (set-up starts at noon), $1 for shoppers, under 12 50 cents. Info: 714/637-1835.

FRI.-SUN., MAR. 26-28

M/C SHOW, 1st Annual Utah Show, features custom bikes, show bikes, street bikes, and competition bikes. Dealer displays. At John M. Browning Armory, 625 E. 5300 South, Ogden, Utah. Info: Bob Eames, 5861 S. 2600 W., Roy, Utah. (801) 825-9856.

SATURDAY, MAR. 27

HALF-MILE M/C and Car races at Almeda Speedway, 5 mi. S. of Astrodome on Almeda Rd., Houston, Tex. M/C at 7:30 p.m., mini-stocks at 9:30. $2.50 admission, children (3-12) 75 cents. Info: 713/529-3105.

SAT. & SUN., MAR. 27-28

JUNIOR MOTOCROSS :AT Bay Mare Park. Classes for riders who have never raced, raced 5 or less or regular Jrs. in 100/125/250/500. Limited riders per moto for safety. $5 mail entry to P.O. Box 371, Somis, Cal., 93066 closes Imar. 24. $7 post. 100/125 on Sat., 250/500 Sun. $2 admission, under 12 free. Info: 805/529-1872, 213/883-8811.

SUNDAY, MAR. 28

HARE & HOUND by Victors M.C. at Lucerne. LeMans start, banner drops at 10. $4.25 entry. Info: 213/882-2040.

MOTOCROSS by Sod Busters M.C. at Dehesa Speedway. $3 entry. Expert signup 9-9:30, Nov. 11-12:30. Take Interstate 8 to Harbison Canyon Rd. E. of El Cajon, Cal., and follow signs. Info: (714) 444-1721.

MOTOCROSS by Jackrabbits M.C. at Irwindale Raceway. Go N. of 605 to Foothill Fwy, E. to Irwindale Rd., turn rt. to raceway. AMA Sanct., Dist. 37 pts. $3 mail entry to Steve Bell, 9721 Cedar, Apt. 3, Bellflower, Cal. 90706. $5 post, $1.50 gate.

ROAD RUN by Twin Wheelers M.C. limed from Vineyard Ave. turnoff Hwy 101 and 1 in Oxnard. $5 solo, $7 double. Navigation run, no freeways. 125 miles, first riders out at 10. Info: (805) 483-2669.

MINI BIKE GRAND PRIX by AMRA Mini Bike Assn. at Indian Dunes. Practice at 8:30, race at 10. $2 admission, $1 Jrs., under 6 free. Info: 805/259-8000.

TT RACES by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate.

ROUGH SCRAMBLES by HRA at new 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. $2.50 post entry only; HRA card required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate. Free overnight camping OK. HRA MX card accepted.

POKER RUN by Modesto M.C. starts at Modesto M.C. Clubhouse on Culpepper Lane. AMA sanct. $2.50 entry. 80 miles. Signup 9-11, start at 11.

DRAG HILLCLIMB by South County M.C. of Gilroy at 7800 Cienega Rd., Hollister, Cal. AMA sanct. Signup 9-11, race at 11:30. $2 to ride or watch, under 12 $1.

SPORTSMAN SCRAMBLES by Oregon Sidewinders M.C. at club's track, East of SE 82nd Dr. on Lawnfield Rd., near Clackamas, Ore. Beginners 100 – Jrs. 100/200/250/500/Open. Race at 1. Info: write D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045 or phone track 503/659-1022.

MOTOCROSS by Valley M.C. at Cycleland Speedway, 14 mi. S. of Chico, Calif., 99E and Gate Shippe Rd. AMA sanct. Info: 916/342-9302.

ENDURO & POKER RUN by Roadrunners M.C., follow signs from Rainier, Wash. Signup at 7, start at 10. Spark arresters required. Additional classes for PP and 14 & under. AMA sanct. Entry fees: $8 combined Enduro/Poker Run, $5 enduro, $4 poker run, $3 PP and 14 & under. Info: 206/922-7033.

MOTOCROSS by Salinas Ramblers M.C. at Crazy Horse Canyon Rd., 12 mi. N. of Salinas on Hwy 101. AMA sanct. Signup 7:30-9:30, practice 8:30-9:30, race at 10. Classes 100-Open. $2 admission, under 12 50 cents, $3.50 entry. Info: 408/422-9809, 424-9611.

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Trophy MX Series. Off Hwy. 71 in Pomona, follow signs from Dudley St. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes five days before event. $10 post. Signup closes at 9:30, race at 10.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Info: (206) 274-6881.

MOTOCROSS by Cascade M.C., on Hwy 20, 20 mi. E. of Bend, Ore. COMA sanct. $3 entry. Riders meet at 11:30, race at noon. COMA pts. 125/250/Open. Info: 503/382-5344.

MOTOCROSS by Slow Spokes M.C. Take Sunset Hwy W. from Portland, Ore. to Helvetia Rd. & follow signs. $2 to ride or watch. Pract. 10-11, race at 11:30. Mini – Nov/125, 200, 250-Jr. & Sr/Open – 2 & 4 strokes. Info: 503/645-2269.

TT SCRAMBLES by Desert Phantoms, Dist. 37 pt. Run has been CANCELLED.

MOTOCROSS by Tijuana M.C. at Rodriguez Dam; take 2 Tecate Hwy. 5 mi. E. of Eij., limed from Caliente Race Track. $3 entry to 1186 Paxton Dr. Imperial Beach, Cal. 50 cents gate, under 12 free. Signup at 9. 100/125/175/250/500 – Jr/Int/Ex. Info: 714/423-0498.

ENGLISH TRIALS by Plonkers Trials Club, limed from Elsinore Speedway turnoff on Hwy 71 (¾ mi. S. of Elsinore City offramp) Elsinore, Cal. ATA sanct. Am/Ex/Mas/Kids/Wom. Signup 8:30-9:30, start at 10. Info: 213/549-0338.

MOTOCROSS by MRA at Cycle Hills, Cal., Hwy 101 to Bailey Rd. across Uvas Dam on Morgan Hill. $5 mail entry to P.O. Box 1786, Los Gatos, Cal. 95030; $7.50 post. Pract. at 7:30, race at 9 for S[illegible] pract. & race at 1 for Jr. A[illegible] cards honored. $125 purse to each [illegible]r. class; Trophies to Jr/Int. Info: 408/246-5660, 353-1570.

postponed 1[illegible] until Apr. 4

(Please turn to pg. 25)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY
MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH at Indian Dunes
Classes by age and horsepower. $2.50 entry fee to members, $3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. – (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.
Indian Dunes Park. 300 odd acres of land. Big bikes and Minis on separate course. Gen. Adm. $2.00, Entry Fee $5.00. Open 7-days a week.

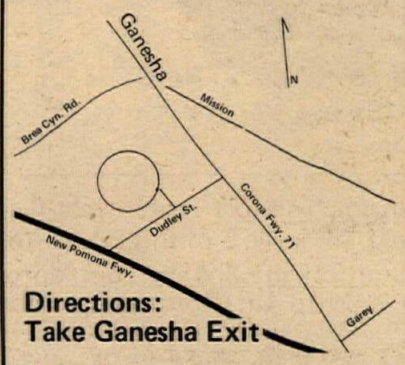
TRACK FOR RENT
MX, TT, Rough Scrambles
H-B Cycle Park & 395 Cycle Park. $150.00 Non-Refundable–30 days in advance, incld. water truck. All riders entry and gate fee to club. HRA Ambulance, $10 per hr. No charge to rider. 13671 Suetter Ave., Westminster, Ca.

Every Thursday Night
Motocross
under the lights
ASCOT PARK
Starts
APRIL 1st
(no foolin')
Cash for Ex. – Trophies Inter. & Jr.
$5.00 post – CMC Lic. Req. – 3 Readable No. Plates
Gates open 4:30 p.m. – 1st Race 7:30
P.O. Box 1402, Costa Mesa 92626

a c e
Motocross Schedule
& up coming events
at
Indian Dunes Park
ar. 28th – AMRA Mini Bike G.P.
(all new 1 mile course)
*Special entry this event
ACE
28700 Saugus–Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

SADDLEBACK park
RIDE TO YOUR HEART'S CONTENT
Open 8-5 Daily
Miles of trails
Acres of fun
RENTALS. You can rent anything from a Honda Motosport 100 ($4 per hour) to a 50 minitrail ($3.25 hr.) as well as helmets ($1 a day), secured and insured storage for your cycle and riding gear ($8 a month) or a house for your club meetings (free during business hours or special times to be arranged.
NEW TRAILS. About 40 more miles of new trails have been blazed. This is in addition to the familiar trails and the motocross course, scrambles course and mini-scrambles course.
FIRST AID. A completely stocked, staffed-by fireman first aid center has been established in a new building erected for the purpose.
LOCATION. Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right 1½ miles to entrance opposite state fire station.
(714) 639-5832

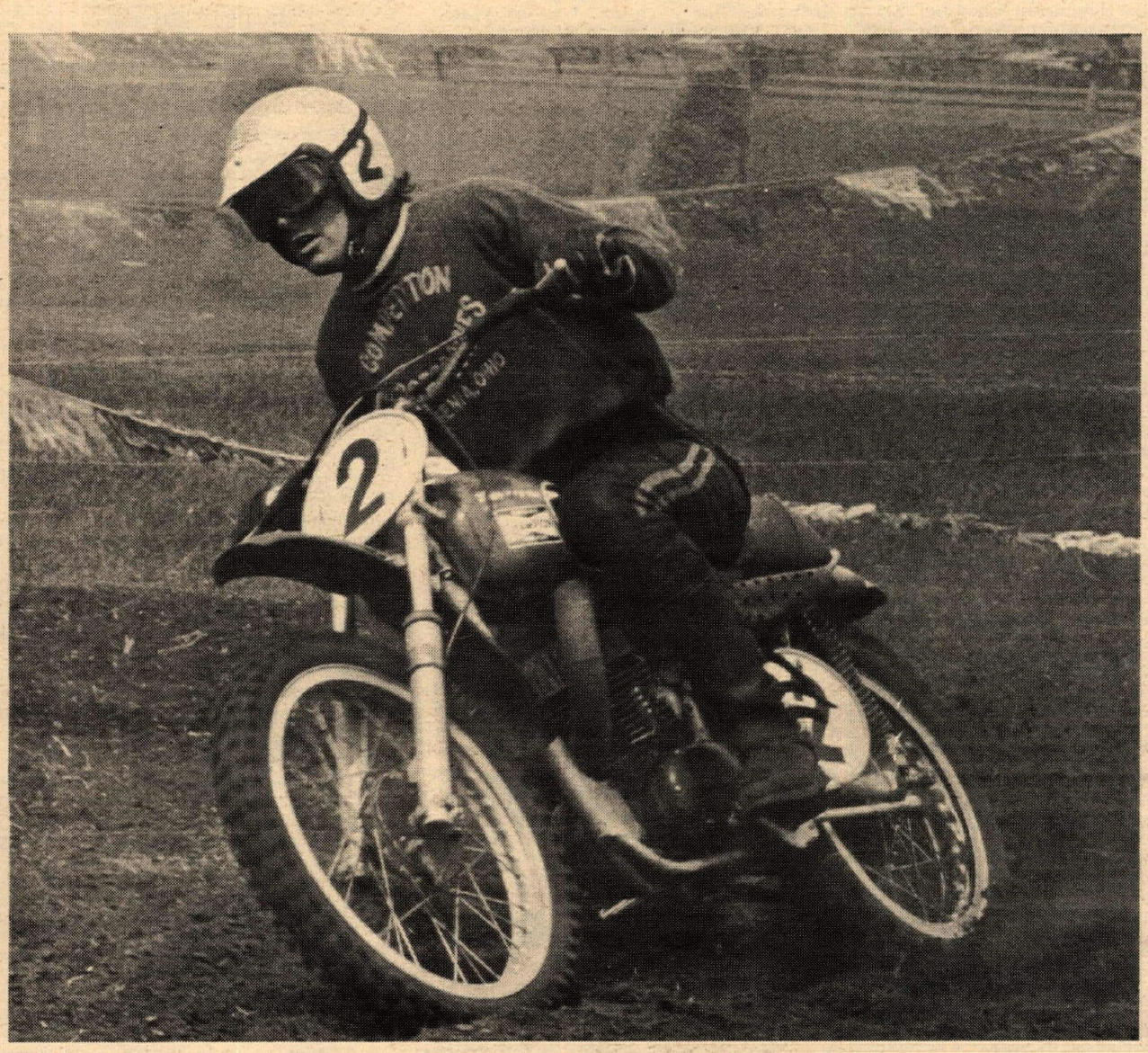
now open
Claude Osteen motor bike park in
POMONA
ride on 200 acres of rolling hills
ride the motocross course
new Mini-Bike Park
have you tried the fine new MX track in Pomona.



Directions:
Take Ganesha Exit
8-5 Sat-Sun. & Holidays
1:30-5 Weekdays, Closed Thursdays
Admission: $1.50 per motorcycle & Mini Cycle
$1.00 Per Mini Bike
.50 Per person +10% tax
for info.: write 610 Cherry St., Brea, Ca. 92621

RIDE WITH THE BEST
RIDE
EVENTS
motocross
AT
March 28th Osteen Park (Steen's Series)
April 4th Osteen's Park
April 11th Carlsbad
April 18th Saddleback Park
rider gate fee $1.00 at Saddleback
$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

Husqvarna SWEEPS DAYTONA



1st Place Overall Bryan Kenney, Florida Winter-AMA Motocross Series

1st Place 250cc Class Gunnar Lindstrum Florida Winter-AMA Motocross Series Daytona Beach, Florida

Stone Mountain National Enduro

Overall High Point John Penton

Class A (251-360cc)	
1st Norman Ford	*Husky*
Class B (201-250cc)	
1st David Likens	*Husky*
2nd Jack Lehto	*Husky*
Class A (361-open)	
1st Ed Schmidt	*Husky*
Class B (361-open)	
1st Zsolt Potchen	*Husky*

22nd Annual Alligator National Enduro

Overall High Point Ron Bohn

Class A (201-250cc)	
1st Ron Bohn	*Husky*
2nd William Kain	*Husky*
3rd Robert Robinson	*Husky*
Class B (201-250cc)	
1st Carl Scharphorn	*Husky*
Class A (251-500cc)	
1st John Penton	*Husky*
2nd John Ficher	*Husky*
3rd Rodger Kussmaul	*Husky*
Class B (251-500cc)	
1st Norman Ford	*Husky*

Husqvarna
Choice of Champions

Western Distributor: Med-Inter-National, 4790 Palm Avenue, La Mesa, California 92041

Eastern Distributor: Penton Imports, 1354 Colorado Avenue, Lorain, Ohio 44052

Canadian Distributors: North York World Trade, 155 Norfinch Drive, Downsview, Toronto, Ontario
Steen Hansen Motors, 3619-109th Street, Edmonton 73, Alberta

Cycle News

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VOICES OF THE WEST

WHAT BIKE FOR ME?

I'm an enthusiastic dirt and street rider. Right now I don't have a bike but would like a professional opinion on which bike would be right for me.

I had a 120 Suzuki dirt & street bike. It was sturdy but I had trouble in the sand (with knobbies). I rode a Sachs 100 Dirt bike – had a lot of go and stood up well in the sand for me but the seat was uncomfortable.

What do you think would be a good experience for me to ride on and what type of contests coming up would be good for a beginner racer? I'm 27.

RAYMOND D. FURMAN
Santa Monica, Cal.

I gather that you are interested in something in the trailbike class. Try out a Harley-Davidson Baja and practice riding sand washes, as most California cross-country events feature a few. Look in the Cycle News Calendar for events by the Sportsman Racing Assn., which are for new riders only, or go to Deadman's Point some weekend. Also, Indian Dunes and Bay Mare have some good beginners days. You might also check out the new Suzuki and Yamaha lightweights, and don't overlook the Hodaka Super Rat. Try universal tires instead of knobbies in the sand. ...Ed.

BLM MAPS

You indicated in a notice dated RIVERSIDE, CALIF., Oct. 5, that BLM District Manager, Jack Wilson, said maps of BLM land areas should be available in the near future and will be printed in Cycle News.

Perhaps I missed the issue – could you please send me copies of these and bill me, or advise who I may write at BLM to get the maps.

CHARLES R. KINNEY

Publication of the BLM maps have been held up for undisclosed reasons. Individuals may examine maps at BLM offices. Maps of trails are available from Honda and Kawasaki dealers in Southern California...Ed.

WHO'S KILLING MOTORCYCLING?

I just wanted to tell the fellows, that STOLE my head, barrel, piston, carburetor, and chamber from my Sachs, that was on my trailer, parked in the middle of Elsinore on Sunday, that we can identify you, it seems that you all had your mothers with you, and they were all wearing the same kind of FLEA COLLARS.

I think that the Gripsters M.C. did an outstanding good job. It's too bad that so many grown people act like idiots – these are the people who are killing motorcycling. I think we all should apologize to the good people of Elsinore.

BOB SHAW
Van Nuys, Cal.

"SOROBA INDIAN GRAND PRIX"

I wrote the Cliff Hanger M.C. of Hemet, Calif. requesting some information on the Grand Prix they are putting on April 4th.

I received a very prompt reply from John Etchart D.V.M. which I though your readers might be interested in.

BILL TREVINO
Monrovia, Cal.

Dear Bill:

We are striving to make this a very safe but very interesting event for all types of riders. The course is ten miles in length, incorporating all types of terrain. There are NO cliffs that the course comes near, there is always plenty of room to maneuver.

It is in virgin territory, no bikes have ever seen this course, lots of Oak trees, flowers, etc.

I am sure you will find this one of the best rides ever. We are trying to do all we can to make it safe, i.e. watering the dirt roads to limit dust, hay bales on corners, flags etc., but still keep it fast and interesting.

Spread the word as we would really like a good turnout, this a charity event for the Indians.

JOHN ETCHART
Chairman, Soroba Grand Prix

BASSANI QUIETS 'EM DOWN

In your March 9th issue of Cycle News you ran a news release submitted by us for the Expansion Chamber Kit produced by Bassani Manufacturing. Evidently some small minded idiot in your editorial department who doesn't read the entire paper thought it would be cute to label it a "Noisemaker Kit."

Only a few weeks earlier your paper ran an expansion chamber contest in which my client participated. In fact he placed rather high in it. You did not label this a "Noisemaker Contest". Therefore I feel it unfair to single out a company and publish such a derogatroy editorial statement.

From an agency standpoint it is even more disheartening because Bassani Manufacturing has been a regular advertiser and supporter of Cycle News. Moreover, in the same issue on page 5 Bassani ran a ¼ page ad sponsoring a contest to promote quiet cycling. Daryl Bassani offered $250.00 contingency money for any entry at the Elsinore G.P. who won his class running a Bassani silencer.

The fact is Bassani Manufactures one of the strongest and finest silencers on the market today. To further encourage the use of exhaust silencers Bassani encloses a silencer brochure with every pipe, expansion chamber and kit he sells.

We feel that Cycle News should rectify editorial damage done and acknowledge the fact that Bassani Manufacturing is the only expansion chamber manufacturer trying to do something about excessive cycle noise and promote quite cycling. I await your reply.

TOM SMISEK
Anaheim, Cal.

Tom, all expansion chambers are noisemakers. When is Bassani going to market a silencer kit?...Ed.

$8 MIKUNI

Your March 9th issue of Cycle News runs an ad on page 29 for new 26mm Mikuni for $8.00 each. I want a Mikuni for a 16MM CTI 175 Yamaha and since the ad is in a motorcycle magazine I sent for one and received it. It is not for a motorcycle.

In this same mail I am asking them to replace it or allow me to return it for a refund.

This is a misleading ad and I wonder if any one else made the same mistake I did.

G. Popple
Sylmar, Cal.

One of our photographers fitted one to his Greeves trials bike and found that the $8 snowmobile carburetor works fine,once hegot the jetting right...Ed.

COMPLIMENTS TO CULPS

We would like to compliment Bobi, Shawn and Tom Culp for their excellent coverage of the Desert M.C. Hare and Hound. The article and photos were the best that we have seen in a long time. Keep up the good work!

HARRY E. BRINK, Sec.
Rim Runners M.C.
West Covina, Cal.

ENDUROS & MIC SUPPORTERS

The radically new enduro scoring system developed by District 36, wherein the riders compute their own scores, has been the basis for scoring Southern California sports car rallies since year one. Navigationally, a road rally is just like an enduro, except distances are measured to 1/100 mile and time to 1/100 minute. I realize that enduro organizers are likely to have fears about errors, cheating, etc., so may hesitate to adopt this system. The District 36 Enduro Committee is to be congratulated for its courage in adopting this scheme. For the benefit of SoCal clubs who are uncertain about it, I'd like to pass on the information that it works like a charm, has for years, among the sporty car set. If you make a mistake in arithmetic that increase your error (or "points lost"), nobody is hurt by you. That's fair. And if you make a mistake that decreases your error and sets you too high in the standings, you can be sure that the guys who placed just below you will be checking your calculations. It all works out very easily and quickly. This system should be adopted here in the South.

Could Cycle News publish the membership roster of the Motorcycle Industry Council? It is disturbing to read the "several multimillion dollar distributing firms were still holding back" from joining and contributing to the fense of the sport. I do not criticize these firms for refusing to join the M.I.C., and I defend their right to join or not to join as they choose. Even so, all other things being equal, I would rather deal with a company that does belong to the M.I.C. so that some fraction of the dollar I spend will go towards promotion of motorcycling.

I strongly endorse the right of these firms to freedom of association, but they must not gain say my right to freedom of choice. To manifest this choice, I need to know who does and who doesn't participate in the M.I.C. How about a list of members?

J. G. KROL
Anaheim, Calif.

We'll publish a list of M.I.C. members soon. So many companies are joining M.I.C. every month that it would be unfair to list just the current members at this time...Ed.

LET'S HEAR IT FOR INDIAN DUNES!

Steve McQueen is a hell of a good guy, but so are the rest of the guys that race motocross at Indian Dunes. For your information, if it weren't for us old men, the promoters and Cycle News wouldn't have much income, for through us comes all of the kids to the races. Without dad's support, racing would be at a minimum.

I suppose I will not see this in the Cycle News, nevertheless I feel released.

ED POOR
Van Nuys, Cal.

Since my own racing experience convinced me early that virtually everybody on the track was a better rider, I have nothing but respect for anyone who can complete a full lap without crashing. I have to rein in my enthusiasm, however, in the limits of space, and feature those whose talent and skill instruct us all...Ed.

Writin' Around

By Chuck Clayton

Tom Poteet, the famous Bultaco desert star, who has his own fan club (mostly female) of admirers, has decided to ride the red 250 Rickman in future cactus crusades.

****

$100 Blendzall contingency money was paid to two Novice race winners at Daytona – Howard Lynggard and Scott Autrey, who use the smokeless lube in their first and second place rides.

****

Long Beach, California's city council passed a ban on motorbike riding off-the-road this week despite our strong objections, and a petition signed by 1,585 local residents. The council showed utter contempt for the needs of motorcyclists, one councilman saying, "They are too young to vote, anyway." They tried every cheap trick to discredit Russ Sanford, the motorcycle owners' lobbyist, when he tried to get them to hold off a few days until we could secure someplace in the city limits for kids to legally ride. The councilmen said, in effect, "just go ride someplace else, not here in Long Beach." For a minute I could understand why people riot and bomb. Upon reflection, though, I am convinced that breaking the law is not the best way for motorcyclists to obtain our rights. The anti-motorcycle clique calls us a "problem" and would just love to see the problem get worse. For example, after the ban has been unanimously voted in (Councilman Rubley was absent) Mr. Sharp said, "Is it passed? Ok, now City Manager, make the railroad post the right-of-way past the nursing home in my district!" This was a move he could have made when the first complaint came in.

Our next step is already begun, to try and obtain a piece of city property to conduct a riding test upon. We hope to show that noise and annoyance can be controlled, so that private motorcycle parks can be zoned within Long Beach. Meanwhile, the several thousand readers in Long Beach are urged to seek out local property owners and obtain their written permission to ride upon their vacant land.

****

NORRA, the off-road racing association, is now printing official "Written Riding Permission and Land Owner Liability Exemption" forms for free distribution in California. Cycle News has offered to mail 20 copies free to each of our regular dealers. Individuals may obtain a copy from NORRA by sending your request with a self-addressed stamped envelope to 1616 Victory Blvd., Suite 200, Glendale, Cal. 91201.

Swap-O-Rama shapes up bigger'n expected

COSTA MESA, CAL. – The first Cycle News "Cycle Swap-O-Rama" to be held this Friday night at the New Products Pavilion building of the Orange County Fairgrounds in Costa Mesa is shaping up to be bigger – in terms of dealer liquidation stock and private party swappers – than originally anticipated. The Swap-O-Rama switchboard has been lit up for the past three weeks with calls from all over Southern California.

As of press time, only one dealer booth remained unsold. All others were snapped up by last weekend. Late arrivals include Bob Webber from American Sport in Compton with a truck-load of brand-new helmets priced to sell for far less than wholesale. Dave Burroughs of the House of Suzuki-Triumph plans to bring in several dozen nylon racing jackets for $3 apiece and a hundred bike tires for one dollar each. Orange County Cycle's Bob Maynard will be there with a van full of leftover helmets, motocross boots and accessories. Norm McDonald and John Bailey of K & N Motorcycles in Riverside are bringing a 16-foot trailer full of Yamaha, BSA, Hodaka and Greeves parts and accessories. California Choppers of Anaheim took a booth to sell every kind of chopper part imaginable. As one dealer put it: "this is the greatest idea ever! The Cycle Swap-O-Rama gives me the chance to move all the leftover parts, accessories and bikes I've had in my backroom for the past six years!"

Another interesting feature of the Cycle Swap-O-Rama will be the used motorcycle auction. Promoters, Vic Wilson, Charles Clayton and Larry Huffman have secured a special city business license for March 26th only that enabled them to hire a professional auctioneer and auction off used dirt bikes, choppers, street bikes and even mini-bikes. So if you've got a bike you want to sell, or even just a basket case, and you'd like to have it auctioned off, bring it to the Cycle News Cycle Swap-O-Rama this Friday night. Swappers' booths will be sold for $3 each on a first-come first-served basis beginning at noon. Doors open to the public at 5.

m.o.r.e. from the capitol

By Russ Sanford

SIGNS OF THE TIMES

"MOTORCYCLIST, GO HOME"! (Unless you live here, then go someplace else.)

The city fathers of Long Beach evidently prefer the "pot-cycle" to the "pop-cycle" for the youngsters of that fair (?) city. We (all four of us) approached the L.B. City Council last Tuesday with a request for the grating of an additional 30-day 'stay-fo-execution' on the ordinance which will prohibit the use of all off-road vehicles (especially mini-bikes and motorcycles) within the City Limits without specific consent of the private land-owner or public land-use agency. In exchsnge for the requested delay, we offreed to provide land, insurance, sanitation, administration, supervision, regulation, and the necessary controls so that Long Beach's 4,664 non-licensed youngsters would have a place in which to ride their bikes. The City Council turned us down cold. They appear totally unconcerned with the fact that these youngsters are going to have a lot of idle time on their hands may be inclined to turn to other pursuits which may be more harmful than riding a mini-bike.

This ordinance is the short-sighted answer which results from our greatest enemy: NOISE! However, it seems rather incongruous that the Long Beach city fathers are so concerned this week about two or three daily complaints of mini-bike noise when just a couple of weeks ago the same Council Members approved the use of the Long Beach Airport by commercial aircraft over the vehement protests of the residents who live near the airport and objected to the increased noise!

"YOU ALL COME"!

We announced a couple of weeks ago that the U.S. Forest Service would be holding three hearings concerning the continued use of the Angeles National Forest by off-road vehicles. Those meetings have now been held and I am delighted! The turn-out and involvement of motorcyclists at all three meetings is the most encouraging sign that I have witnessed since I've been 'doing my thing'. I am truly impressed and my heartfelt thanks to go all of you who appeared and sounded-off to protect your interests and rights. My encouragement comes from the fact that these bike-riders have learned first-hand that 'Uncle Sugar and the system' will (and wants to) listen to their views. Besides, it's more fun to put the posy-sniffers down to their face than sitting around some bike-shop complaining, where it does no good at all.

I've been following this scene for quite some time, and you will have to take my word for this: the posy-sniffers and saddle-clappers are about to blow their minds. The one thing which they have always dreaded is happening right before their eyes: the bike-riders are getting organized. Beisdes, by reducing our own noise, vandalism, and litter, we have taken away the foundation for their complaints of incompatibility. And even more important, the general public is beginng to discover that our form of sport and recreation is somewhat different than what they have been led to believe.

"LET US HELP YOU"

This is the new theme of our detractors. All of a sudden the people who have opposed motorcycling in the past are willing to help us with our problems. This appears to be quite a concession on their part when we consider that just a few short months ago they were busting their axes to undercut us and have us legislated from existence.

My personal feelings are that we will work with them to obtain harmonious and compatible use of the public lands. But as far as overcoming the problems which face motorcycling, we, the motorcyclists, will do it on our own! We will be pleased to have them share the public land with us.

Our next, most immediate goal is to go after the restrictive and prohibitive city and county ordinances throughout the state. I hope that each of you readers are supporting the program. MORE now has more than 6,000 members, each of whom is being 'heard', just as though he were there in person, at every significant legislative and land-use meeting which I can possibly attend.

The "Motorcyclist's Voce in Government" is becoming quite strong and gains respect with each passing day. With your continued help and support, we will undoubtedly regain (and retain) our former, legitimate freedoms.

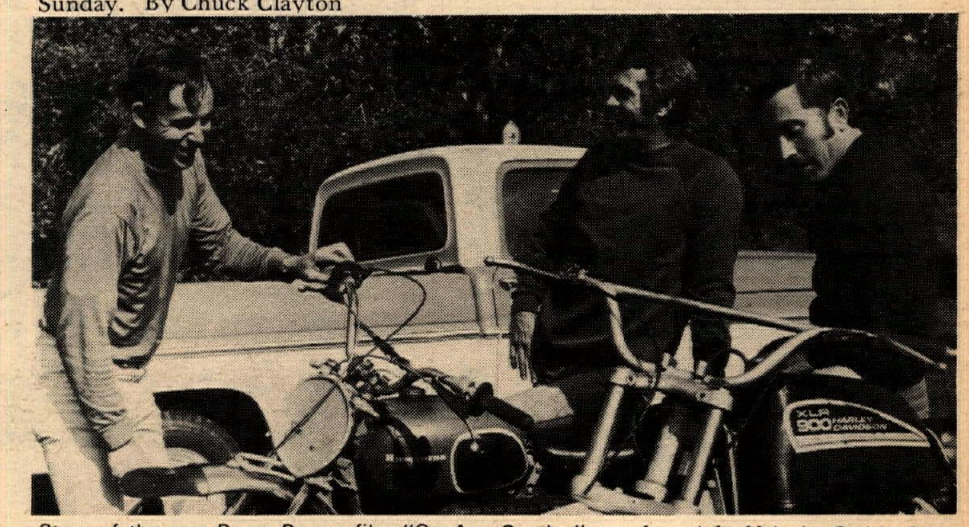
Address your inquries and comments to MORE, P.O. Box 26062, Sacramento, CA 95826. Free information and progress reports upon request.

McQUEEN IS ANGEL FOR BRUCE BROWN FILM

Previews of the movie we've all been waiting for were shown to the motorcycle press at Paramount Studios in Hollywood this week. Titled "On Any Sunday," the complete 90-minute documentary/fantasy will premier at the Westwood (L.A.) Plaza Theater on June 30th, prior to national distribution.

After viewing the previews (twice), I suspect that "Any Sunday" will be the motion picture we've been praying to receive. It should do a lot to wipe the sour taste of "The Wild One" from the mouths of America.

Financially backed by Actor-motorcyclist Steve McQueen, "on Any Sunday" follows the championship trail with Mert Lawwill, looks at sportsman competition, ice racing and all of the kinds of organized motorcycle sport that take place on any Sunday. By Chuck Clayton



Stars of the new Bruce Brown film "On Any Sunday" are, from left, Malcolm Smith, Steve McQueen and Mert Lawwill.

ON ANY SUNDAY
Preview Review

By John Bethea

You can't fool a motorcycle enthusiast when it comes to making a film about motorcycles; many have tried and all have failed. It is that one slip, that one wrong term or fact, that shows the film-maker's ignorance of the subject faster than Joel Robert pops his clutch at the drop of the flag. But they keep trying, and the enthusiasts keep looking for one that isn't celluloid garbage; each time, it seems, cyclists are denied.

(Continued on page 22)

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DAYTONA '71 WRAPUP

By Russ Whittinghill

Millenium: A period of great happiness or perfect government or freedom from imperfections in human existence. Daytona '71 may not fit this description, but it's getting close. 1970 was a breakthrough year for the new 750 road racing formula. 1971 Daytona, the factory flood gates opened wide and portends to be only a notice of greater and more fascinating involvements for the remainder of the decade. A Norton company official said Norton will definitely be at Daytona '72 with England's Peter Williams. The heat should be on to a higher degree as Norton can build formidable pavement rigs. Other companies will likely feel the pressure and find it difficult to merely spectate in the coming years.

Although there were complaints about the intensified and lengthened speedweek, the kaleidoscope of events left little lacking be added in variety; ½ mile, indoor-outdoor short track, pro Moto-X, and road racing. Someone will probably promote a Daytona steeplechase before this decade is up, then California will be completely vacated of professional racers for one week.

A road race cross? The Saturday Daytona infield moto-x packed in spectators five deep. Even though many people didn't know one rider from another due to P.A. problems, this first time show did not lack in pure excitement. The racers, who fell one on top of another in the tench over the center jump, were probably excited too as they wondered if they were going to get out alive. The Daytona TV stated 24,000 people were trackside Saturday. The news media also stated 60,000 to 70,000 people were in town for the speedweek.

Regarding impressive figures, the Daytona short track races groosed over $50,000; the 5,091 seats sold out on Friday and Saturday. The City of Daytona rents the track for 10% of the gross. After the 4% state sales tax deduction, the City collects close to $5,000 for three nights of racing. Evel Knievel was in town with his jump cycles, and Chuck Hart, a rookie expert, rode the "Little Fauss and Big Halsey" 350 Yamaha in the 200.

The refueling devices were very sophisticated this year, indicative of the time-consciousness of the main contenders. Kawasaki hired California movie makers to film their anticipated 100 miles Junior win, but a broken shift lever changed that. Early leader Mike Lane displayed an unusual amount of horsepower as he brought the Kawa-3's back wheel around on the high bank during gear changes. Junior James Cotherman, Freeport, Illinois, rode home the first British motor in the 100 miler, a 500cc G-50 in 19th position.

"Chattanooga Charlie" Whitten always rides something interesting to Daytona. This year his Volkswagen 3-wheel ricksha drew stares.

Tragedy struck the 200 on the first lap. Rusty Bradley, one of the most promising road racers of recent years, came off in turn one and received fatal injuries. According to pit talk, Gary Fisher was riding a "well kitted" Honda 4. He did a Mann style 1970 hole shot and led the world's best for three laps. After the race Mann said he "had a lesson in road racing following the Europeans for the first part of the race." Smart and Hailwood didn't have much to teach Superstar Mann as he carved his way from a downfield fourth position to splice in between Hailwood and Smart on the tenth lap. Running at the century mark through the infield left hander neither Smart nor Hailwood could pull Mann an inch.

About 100 miles out, Paul Smart was snarling out of turn one when he turned his head to check out his lead and found Mann at his current rate of progression may soon exceed the Markel-Leonard record of 27 nationals. Hailwood said before the race he hoped to ride Road Atlanta, but "that would depend on what happened today." Mindful Hailwood was leading when he went out, hopefully BSA will field Mike-the-bike on a real G.P. course in April.

Paul Smart was something else. U.S. spectators have been missing a lot. He lays into each corner like it was his last.

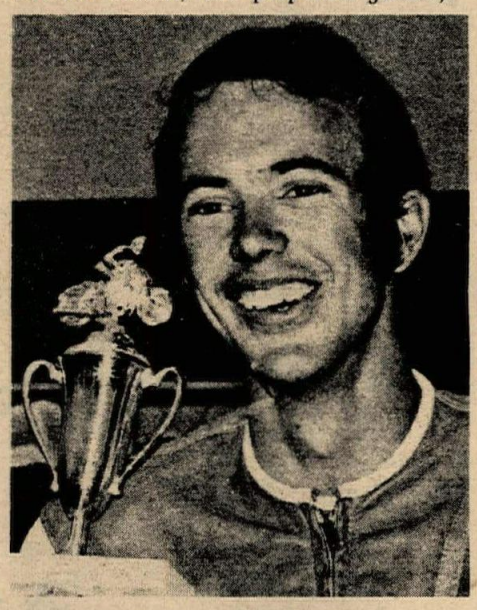
A very good source said three of the top circulation mens, world news, and sports magazines' sports editors were offered free air fare and all expenses to watch the Daytona races with no obligation to write a word, but all refused. It's almost like a conspiracy to keep the public ignorant of the "new thing," international cycle racing. However, many European newsmen flocked over to cover the event as well as spectators. A sort of paradox. Daytona is bigger sports news in Europe than the U.S.A.

JUNIOR RACE

By John Waaser

Mike Lane, the novice sensation of Loudon last year, started his Junior career with a bang by riding his new 'factory' Kawasaki to an early lead in the 100-mile amateur — oops, Junior road race at Daytona this year. Mike looked just unbeatable as he powered his way ahead of the pack. But then it became motor racing again, and the leader isn't the winner until the checkered flag comes out. A series of pit stops to correct some mysterious shifting ailment cost him two laps. He finished ninth. Dave Burchards had been running a strong second on a Honda four, and inherited the lead, but had to pit for gas on the twenty-third lap of the twenty-seven lap event. He had fitted a super-large petrol tank, but officials told him he would have to use the standard tank. Apparently he had no Honda road-racing tank available, so he used a street tank. A pit stop of only eight and nine-tenths seconds was enough to cost him a lap at the checkered flag, with an eighth place finish, just ahead of Lane. Meanwhile, Dennis Poneleit had been laying back, also on a Honda, and took over for the last four laps. Second place went to a Yamaha, ridden by James Allen, of Canada. Another Canadian, John Lysight, followed him in for third, on a Kawasaki. Kurt Leibmann, a top AAMRR road racer, took his Amol Precision Honda into fourth place.

The Junior race at Daytona is always interesting, for a variety of reasons. For one thing, most of the machinery is privately entered rather than factory-backed. For another, a rider who has not yet achieved national prominence can frequently pull an upset victory. Except for a machine which is occasionally poorly prepared, attrition is not as much a determining factory as in the expert event. In today's event, we see that machine failure did influence the results — in one case due to the breaks of the game, and in the other due to a lack of planning. Even so, the racing was close, and there were some top riders behind the winners. Rarely in this event do we see the type of attrition which occurs in the expert race, blown engines, seized gearboxes and such. Machines are not as highly tuned, and are not being ridden to 'ten tenths' as are the expert machines. And the race is only half as long. Still, bad luck can prevail. Among the early leaders was Harry Cone, of Sherman, Texas, who won the novice event here last year. Harry, still Yamaha mounted, was in the hunt for a while, but completed only twenty-three laps. Torello Tacchi, the perpetual Junior, managed fifteen laps on his Norton, and Ron Burns, who bought Rusty Bradley's winning machine from last year, got as far as sixteen laps before crashing. Other early retirements included Conrad Urbanowski, Doug Libby, John Porter, and Rudy Galindo, all of whom are fairly well known.



Junior Daytona winner Dennis Poneleit was all smiles.

A tuner can also make a name for himself in the junior event, as happened at Loudon, when Don Cutler tuned the privately-entered Triumph which beat Walt Fulton's factory KR in the (then) amateur event.

Some of the real excitement of Daytona Speed Week happens right in this Junior event. Don't pass it up if you wants ome insight into racing a couple of years from now.

(Results on page 26)

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MINT

(Continued from page 1)

and sent Bohannon to the hospital. Entry fees of $250.00 and 1000 miles of traveling, down the tubes in the first mile.

Other riders didn't last much longer. The Steve Hurd-Eric Jensen (DKW) team broke a shock and lost two laps after which they hung it up. DeSoto-Hart (CZ) went out with a broken transmission. Bergquist-Preston (Bul) first suffered a blown tire, then an endo which left Bergquist with broken ribs.

This is a race of attribition and the pit crews become almost as important as the riders in their efforts to keep their entries alive. They also make mistakes that can be just as costly as a blunder on the course. Some pit crews left the start area to help repair a bike in the pits which left their still-running entry without gas or help. This happened to Mike Connor. Unable to find his pit crew or relief rider, he went around again without additional gas. Not neglect, just an error in judgment.

Comic star of the show was the team

Here's the start of a nice ride for the Jackalope.

of Richard Sieman, James Connolly (Tri) who were attempting to finish the race on real, live chopper complete with foot pegs up front and a sissy bar. They were determined to finish at least 6 laps, in spite of a flat tire. It was a gallant effort.

The second bike in was also the first 250. It was Malcolm Smith's Husky, co-captained by a fellow named Lars Eric Johansson, so it says on the program. They picked up time all day long to come in with a total time of 10 hours, 11 minutes and 47 seconds, about 18 minutes behind J.N.

Another 250 was next, this one a Yamaha capably ridden by Gary Jones and his brother Duane. They finished in 10:14:04. They were a mere 7 minutes ahead of the defending champions, Mike Patrick and Phil Bowers, who were also doing battle for Yamaha. Both Bowers and Patrick crashed badly during the race.

Many riders will leave after a hard day with nothing to show for their effort but bruises, and experience for perhaps next year's race.

They say that it was like riding in water, the powder was so deep. In many spots the illusion of being in water really made it rough going for tired riders. But most of them were feeling sorry for the cars that are to race tomorrow.

This reporter was loaned a Zundapp Metisse by Jack Holmes of Steens Inc. for which I can't thank them enough. After walking in the hot sun and deep powder sand it was a pleasure to be able to go out on the course to ride instead of staying in and around the start and finish area where the course was mostly flat.

(Results on page 26)

Could Gary Jones be looking the wrong way? Gary and brother Duane took 3rd overall, 2nd 250.

Mike Patrick proves that bikes and horses can use the same territory, almost. Mike fell off, only finished 4th this year.

Jim Connolly and Dick Sieman entered and rode this honet-to-gosh chopper in the Mint. As the farmer said of the mule who wouldn't move off the railroad tracks, "Lots of courage but not much judgment!"

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MAKING MUSIC

By Dodie Stingley

CROWLEY, TEXAS, March 14, 1971 – Everyone was anxiously awaiting the 250 Sr. class at Crowley Motorsport Park today as David Music would be riding his brand new 250 Maico for the first time. David has been showing winning skill in the 125 Sr. class for several months now. He decided to move up to a bigger bike and compete with Texas top rider Anthony Jones, who is mighty hard to beat.

It was a battle royal with Anthony on his new Husky getting the jump and taking the lead every time. But after a couple of laps David moved up and passed him all three motos, winning for himself first place money, giving Anthony second.

The weather started out to be beautiful, but before the afternoon was over, a miserable dust storm blew in, covering everyone and everything with sand.

Phil Snipes (CZ) who has been winning first place in the 500/Open Sr. class for several weeks now had a little tough luck today, with Wyman Priddy (Hus) beating him out of first place. Don Osborne (the man from Waco on a mean Maico) looked mighty good taking 3rd.

(Results on page 26)

STRONG TURNOUT FOR PERRIS

By Elaine Jones

Photo by Skip Gallagher

PERRIS, CAL., March 21, 1971 – For the second week running Perris hosted a good turnout of T.T. riders.

The track is built for speed and some of the riders used too much speed and found out the hard way that it ain't the way to go.

The Mini-Bikes got a crack at their track this week and it's a dandy. Ricky Hart ran his win streak to two in one class but didn't fare too well in the class he made so exciting last week.

The three 100cc Novice classes are sporting a lot of new riders but the one to keep an eye on was First Division second place finisher Randy Monroe at 12 years of age and probably sixty pounds soaking wet. Randy mounted on a baby Green put much pressure on first place Robert Thompson. Give Randy a couple more weeks and then look out!

The 100-125 Am/Ex. always put on a good show and Scott Smith and Bobby Sanders didn't disappoint the crowd. Bobby, as usual got that drive off the line and it took Scott a good lap to get within striking distance. In the final heat, Bobby held him to the last turn and then Scott came strong, making it three for three for the day.

Both 125cc Novice classes had come-from-behind winners, which makes for good racing. When they got to that number one spot it was their ball game all the way. Mike McClees took Division I and Art Castell number II.

After having two heats of no go Mike Moon figured out his problem and was off the line first and held it against a hard charge from Jamey Blunt who rode it to a photo finish.

Jamey still managed to pick up the gold which made him feel a little better after having problems with his other bikes. Dick Jenkins took the win for the 175cc Novice class.

Tom Stanford kept the family honor alive by taking the first Division 250cc Novices. Brother Toby took the second Division.

Scott Smith took the Am/Ex. class beating out Gary Caldwell in a good duel.

Ron Foster who had much hard luck last week came back in spades to take the 350cc Nov. class.

Lionel Beard traded his four-stroke for a two-stroke and came up with the win in the 500cc Nov. class.

Chuck Wheat and Scott Smith brought it right down to the wire in a real charge partner duel that saw all kinds of speed and some fantastic full lock slides. Scott messed up in the second heat which opened the door for Chuck and you don't open a door for him and not expect him to go through it.

Jim Daly finished off the afternoon by taking the 650cc Novice class over Ralph Hendricks and Bryan Dalton.

(Results on page 26)

MOVIN' WEST

WHOA no catch 'em Penton riders always get'um Gold

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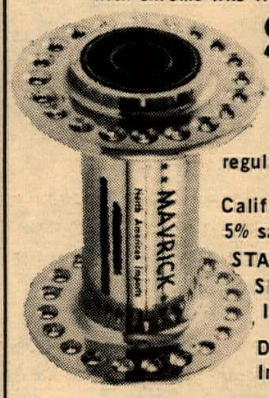

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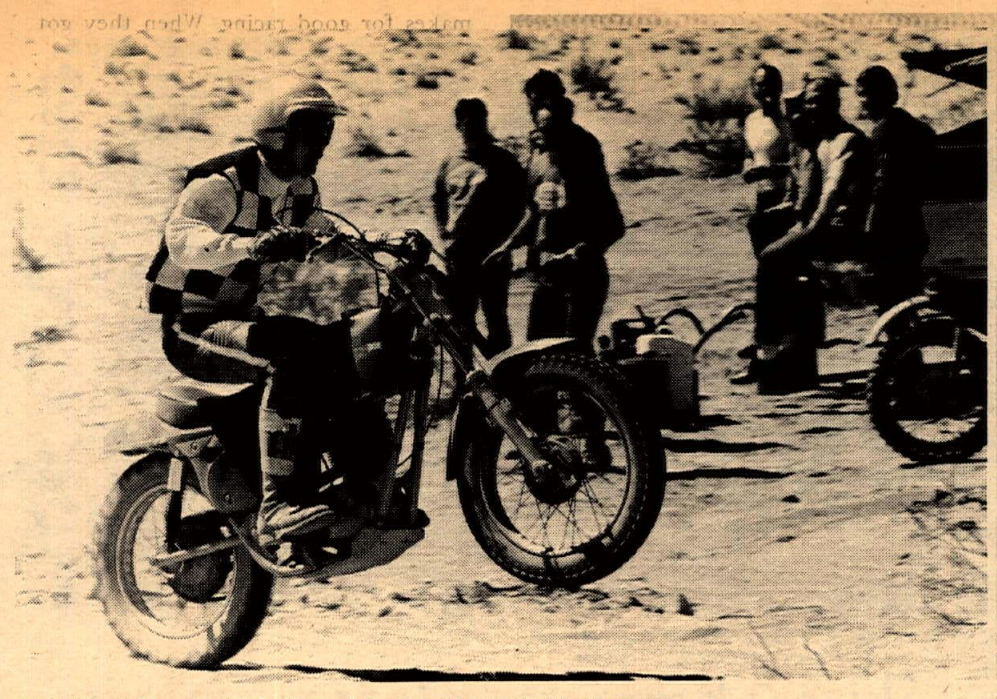


Rich Thorwaldson certainly knows how to get his picture in the paper.

The H-D Baja team, featuring Terry Clark, foreground.

MARTINO 1st IN DESERT DRAG

By Dave Swift

LUCERNE VALLEY, CAL., March 21, 1971 — This week's Hare Scrambles terminated with the subtlety of a jackhammer as Larry Pfutzenreuter and Whitey Martino drag-raced the final miles of desert to a photo-finish.

At the drop of the banner, Pfutzenreuter got off well and was in the lead at the smokebomb. Careful not to blow a good thing, Larry began conserving his ride.

At home check, Larry came bombing through with a determined Martino not far behind. Next came Ron Salzman, the first Amateur, and Rich Thorwaldson. Mitch Mayes was the first trailbike to finish the first loop, and he was running 13th.

About five miles from the check, "Pfutz" received a visit from Martino, one he wasn't expecting. At that moment, the chain on his trusty Bultaco jumped off the rear sprocket and the Number One rider disappeared into the dust. Pfutzenreuter wasted little time repairing his machine. "I caught him about two miles from the finish," Larry said later in the pits. "We were together all the way in."

The result of this spectacular finish ended up going to Martino. As the two bikes neared the final check it became evident that the winner was going to be the last one to "chicken-out". There was no checkered flag or any other official-looking symbol. Both riders backed off the throttles at the final moment before endangering spectators and Whitey got to the car-pullers first.

A lot of folks favoring Pfutzenreuter were openly bitter about the results. Larry, however, didn't seem to mind, since he was riding in a different class than Martino.

As soon as the leaders finished, the Invaders, the host club, began waving everybody in, even if they had only completed their first loop. This was fair enough, for to allow them to tray another loop that would take them another three hours would be unfair to everyone, especially the rider. Casualties were running at a very high rate today, with several broken bones and two concussions being reported, not to mention all the machinery that was trashed. One kid managed to break his arm pit-racing. At sundown, at least a dozen riders were still waiting for the overburdened rescue units.

From my tabulations, it looked as if Salzman maintained his position and when Thorwaldson had another one of his numerous flat tires, he was able to cruise in an easy third, first Amateur.

John Thomas had a good ol' Triumph sled that he rode steadily to fourth overall and third Heavyweight.

Mitch Mayes, riding high after Terry Clark stalled early in the race, moved up to seventh overall and first trailbike. If Clark has a threat for next year's crown, it's Mayes. Tom Sawyer, amateur, was the next trailbike and Jan Ditson was the first girl and seventh Expert.

The Invaders laid out one of the finest courses yet seen at Soggy Dry Lake. The two loops were different, one being of flatter, full-bore stuff and the other featuring lots of rocks and sandy washes.

The Boy Scouts of America were never a group to turn down the opportunity to make a buck. Troop 93 of Culver Palms stuck around after the race to clean up the desert after the racers' usual barrage of beer cans and the like. Well, at least as long as the litter in isn't channeled in the right direction some money will be.

ATTENTION
DESERT RACERS

On Sunday, March 28 at Lucerne Valley, Bruce Brown will be filming the Victors' Hare and Hound desert race.

This is the only desert race to be covered for his film on motorcycle competition, entitled:

"On any Sunday"

For additional race information contact the Victors Motorcycle Club or see Calendar listing in this issue.

baja wins again!

Invaders Hare Scrambles
March 21, 1971
1st Trailbike (Expert)
Mitch Mayes—Baja 100 (10th overall)
2nd Tom Sawyer —Baja 100 (1st Jr.)
(2 in a row)

March 14, 1971
Chapparel's M.C. Enduro
1st A Trailbike
Dave Ekins — Baja 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Cycle News North

MAICO MacKENZIE TOO MUCH !

By Charles Iler

WENATCHEE, WASH., March 7, 1971 – Action was centered at Daroga Park as the racing season opened and 57 riders braved the elements of snow and temperatures in the lower 30's. However, spectators supporting their favorite riders and curious onlookers numbered about 250 persons.

The Daroga Park Motocross course, which is one mile in length, was in good condition with plenty of room except in some corners where there appeared to be some motorcycle congestion at times.

Each class of machines had their own superb riders. However, the closest race of the day was between Conan Workman riding an American Eagle and Kevin DeWitt riding a Yamaha. These fellows rode the tough course like professional riders all day long. The Yamaha proved enough extra power to take all three heats and Mr. DeWitt claimed the first place trophy with second honors going to Workman. Both rode in the 14-years-and-Under class, but showed extreme potential in races to come.

Fifteen riders entered the 125cc class with the field full of Yamahas and Hodakas. This could have been anyone's race as machines and riders were quite equal. Larry Bossen took the first heat, but was plagued apparently with gear problems the rest of the day. Bossen gave up his first place spot to Harry Taylor riding a Hodaka. Taylor squeezed by Bossen's Yamaha for the first position in the next two heats and captured first place trophy, with Bossen finishing in the number two spot. Both riders were pushed all day by a Penton ridden by Jim Fleming who trophied third.

In the 175cc class, Mike Ellinger on a Penton, proved too strong for hard pushing Rick Tarver on a Yamaha and Greg Zodro on a Yamaha. Ellinger really had his work cut out for him as Tarver took first in the first heat, with Zodro and Ellinger in order. Ellinger's riding skill put him out in front in the next two heats with Tarver and Zodro pushing all the way. The final outcome Ellinger 1st, Tarver 2nd, and Zodro 3rd.

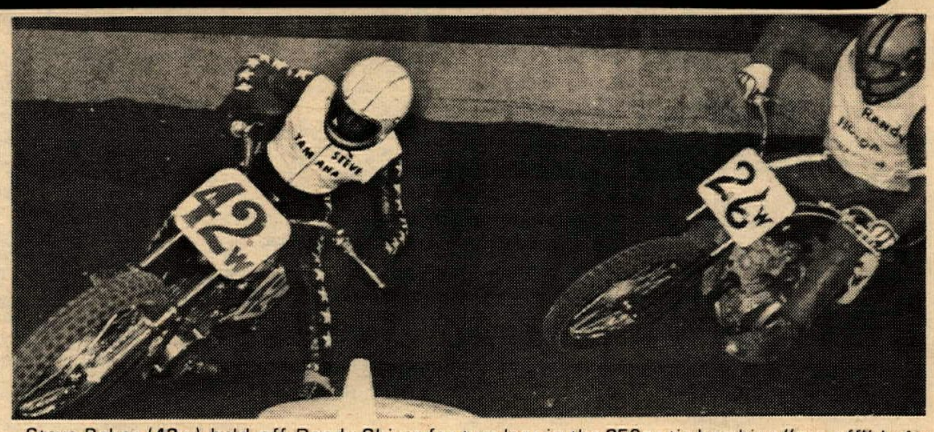
The 250 class was led all day by hard riding Bob Derry on his new Maico. But his lead was contested by Jerry Prey on a Yamaha. Bert Barker and Dave Lewis pushed the leaders hard but had to settle for third and fourth.

In the open class, it was Husqvarna all the way with the first four places going to Husky riders Mike Claphan, Mike Welch, Lloyd Hashburger and Ron Burger. Hard riding "Iron Man" Joe MacKenzie on a Maico took fifth.

Claphan, Welch, and Hashburger had the course almost to themselves most of the day giving the crowd lessons on "How it's done". Burger's Husky and MacKenzie's Maico were ever present to pose a threat if any of the leaders missed a gear or crashed in a corner. This class showed good speed on the rough Daroga Park course along with the capable handling ability of the riders on the 'big machines'. High wheelies. long jumps, and alot of tough competition was the order of the day for these riders. They had to work for the trophies that they won.

MacKenzie's durability proved too much for the other riders as he rode his 400cc Maico to victory in the 10 minute Grand Prix. Both Joe and Maico stayed in very close proximity of each other as he hit a few high spots in the rough area of the course. This colorful rider really enjoys motocross. He is the new Maico dealer in this area.

Generally, the season opener was full of fun for everyone. The Daroga Park course is tough and gives riders a lot to ride. Spectator conveniences are available and lots of room to park. Come and try this course this season.



Steve Baker (42w) held off Randy Skiver for two laps in the 250cc tie-breaking "run-off" before falling during indoor races at Monroe, Wash.

Skiver, Baker Take Indoor Trophies

By Linda Fleming
Photo by Owen Williams

MONROE, WASH., March 14, 1971 – The last race of the season brought a huge crowd to watch Randy Skiver (Hon) and Steve Baker (Yam) battle it out for the high point trophy, 250cc class. Before race time today Skiver led by one point. Silence fell over the entire arena as the P.A. system bleared out the "2001 Space Odessey" theme song announcing the 250cc Expert A Main. This is the race everyone is waiting for.

They are so anxious to get under way that Skiver and Baker both jump the flag. Put them back? The other riders say no, so all riders to the line again. The flag is dropped. In the first corner Skiver is put down. Restart! This time Baker, in second place clipped the back wheel of racing companion George Leonard (Yam) who is in first place. He went down and Leonard lost his chain causing the race to again be restarted.

By this time the crowd is becoming very tense. Will this race ever be completed? Finally they get under way and Baker takes the lead from Leonard out of the first turn while Leonard keeps the rest of the pack back. He was a little over zealous in his effort and received the black flag. By this time Skiver has lost too much ground and finished second. They are tied, now they must grudge race it off. Baker led for two laps and then went down. That's racing!

A total sign up of 163 riders competed in the program, breaking all records for the season.

The 125cc class high point trophy was taken by Steve Baker. He had a substantial led in this class even before today. The mini class was won by Mike Thompson and Lynn Mintyala took the over mini.

An added attraction to today's racing was the very impressive performance by the Seattle Cossacks, a motorcycle stunt and drill team, during an intermission. All Harley-Davidson riders, this group has been performing for 30 years, in parades, fairs, at races, etc. Ten members strong, they range in age from 30 to 50 plus.

To top off the day's program, after the high point trophy presentation the riders presented a very surprised Shoreline Lions Club with a plaque showing their appreciation for a great season of racing.

(Results on page 26)

LEAVITT OVER-WHELMS PITS TRIALS

By Lyn Lyon

HOLLISTER, CAL., March 14, 1971 – Lane Leavitt continued his winning ways in the trial held by San Jose PITS at the Harris Ranch in Hollister. Leavitt lost only 7 points over the course of 3 laps of 10 sections.

All the riders rode the same sections, although 3 were modified with easier entries for the B and C Novices and the Ladies.

Even though only 51 riders entered, all but the very best found the sections challenging with plenty of loose soil, adverse cambers, tight turns, sharp drops, and a bit of mud and some rocks to make things interesting.

The trial was preceeded by the usual PITS campout at which a fine time was had by all. And the rain was cooperative and held off until the trial was over.

The competition was close in the Expert class with Paul Olliges and Richard Hood close behind Leavitt with 10 and 11 points respectively.

Bob Bertucci was the Amateur class winner with 33 points and Robert Woods took A Novice with 55 points.

Harold Rasmussen was the course marshall and did an excellent job in organizing a very fine and enjoyable event.

(Results on page 26)

Tim Bell is the current leader through two-third of the Reno, Nev. indoor short track series.

Bell Bags Undisputed Indoor Series Lead

RENO, NEV., March 13, 1971 – Sun Valley, Nevada speed merchant Tim Bell is the undisputed leader for the Nevada Indoor Short Track Championship following his sizzling main event victory at the Washoe County Fairgrounds Pavilion.

The 22-year-old Bell, who races in the 100cc Novice division, racked up his fifth consecutive main event victory in as many starts to break a three-month-old deadlock with Woodland, Calif. rider John Vance who suffered his first defeat of the year.

Homer Hybrager of Sparks, Nev., paved the way for Bell's rise to the top upsetting Vance in the 200cc Junior competition. Lady Luck also got credit for an assist. Bell, who is active in the Nevada National Guard, was on stand-by the day of the race, following concern by public officials over a demonstration scheduled at the same time in Las Vegas.

When a call for the National Guard failed to materialize, Bell's unit was released. Bell rushed to the Fairgrounds to register getting in under the deadline by a scant eight minutes.

In winning the feature Bell toppled Reno riders Monty Martin and John Munson who followed in that order.

Hybarger's victory was a wire-to-wire performance with the outcome never in doubt. The 36-year-old Hybarger daylighted second place finisher Jim Cutts of Stockton, Calif., and Rick Rheingaos of Air Oaks, Calif. Vance failed to threaten.

Nevada riders enjoyed their best day of the year over their strong California rivals. John Perry of Reno grabbed his first main event of the year in the 100cc Junior class beating Rich MacMurray of Reno. Dorothy Smalley of Reno ran off with the women's 100cc Novice Main.

Sparks riders who crashed the winner's circle included Butch Renovich in the 250cc Novice Main and Dave Brant who captured the 250cc Junior Main. Trailing Renovich across the finish line were Pat Van Meter of Reno and Bill Duvall of Carson City. Trailing Brant were Reno's Lon Murphy and Dennis Tomberlin of Half Moon Bay, Calif.

Sacramento, Calif. rider Ken Wood continued his domination over 125cc Novice rivals winning the main over Reno riders Bob Martin and Bob Hermesky. Ron Kole of Pacifica, Calif., edged Bill Daane of Sparks to take the 200cc Novice feature. Ron's brother Jerry finished third.

The 250cc Expert bracket has been dominated by California riders from the start and this week was no exception. Mike O'Brien of Danville, Calif. won his second straight main event defeating class point leader Steve Pestoni of Sacramento.

Three more races are scheduled in the winter-spring series, the next on Saturday night, March 27.

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LACKEY versus DeSOTO vs. POMEROY

By Kevin Hill

PUYALLUP, WA., March 14, 1971 — Brad Lackey and John DeSoto were the big attractions at Clark Marshall's Puyallup Raceway Park as more than 1,200 spectators braved the off-and-on rain for a chance to see two of America's best motocross stars compete against their local favorites. DeSoto was fighting off a flu bug that kept him in bed all day Saturday and prevented him from putting out his best effort.

Brad Lackey was in fine form and came out on top of both the 250 and Open classes in a series of motos unmatched for competitive excitement and spectator interest since last fall's Trans-AMA race here. Complete with his handlebar-mounted peace dove and shoulder length hair, Brad dazzled the crowd with his spectacular, crossed-up leaps and bouncing berm shots.

Lackey took an easy lead in the first 250 moto but was pressed hard on the first two laps by Mike Welland on a Maico. Then he just started to pull effortlessly away. Suddenly, everyone was aware that something unexpected was happening. Jim Pomeroy, a youngster from Yakima, was slicing through the pack on his Bultaco and starting to gain rapidly on the flying Californian. From the middle of the pack to second place in two quick laps. Jim was putting on a heavy rush. The distance between them grew shorter as the partisan crowd grew more exuberant in their effort to cheer on their local hero. However, Brad was not to be caught napping, and when he realized the heat was on he simply dialed on a little more speed and held his lead for the few minutes left. Many were disappointed that they were only running ten minute motos, especially with such close racing.

In the second moto it was again Lackey in an early lead but Pomeroy also got a good start and was out for blood. Brad sailed in beautiful style over the many jumps with Jim in hot pursuit. Pomeroy's fans and fellow racers were falling out of trees in their excitement as the two riders, in extremely close formation, left the rest of the field far, far behind in the intense duel. Then, on the infield hairpin turn, Lackey stumbled on the giant berm and highsided on his face into the mound of soft dirt. Jim wasted no time in seizing the opportunity to jet into the lead and, in spite of a speedy recovery and pursuit, Lackey was unable to catch up. The amazing thing about the spill was that Lackey seemed to like this particular bermy turn best of all and was shooting through all day with perfect grace and style.

Showdown time. High noon at the Puyallup Corral. The third moto and all the chips were on the line as Brad Lackey, Northern California CZ ace, and Jim Pomeroy, Bultaco mounted pride of the Northwest, were tied for the lead on points. A ferocious struggle for the lead through the first turn with Pomeroy coming out on top. The crowd was delirious as their favorite held his lead over this internationally-classed talent. Then, just for a split-second, Jim faltered on a short but steep uphill, possibly missing a shift. That was all Lackey needed to get by and he did so very decisively. Playing it safe, but fast, he held tight to his hardwon position for the time remaining to win the moto and all the marbles. Jim Pomeroy won second place and a moral victory, proving solidly that he is a top talent and destined to do big things in motocross.

Dave Clift survived a gigantic, high-speed endo to place third overall on his new Suzuki. He did this with two fourths and a tenth, indicating how scattered the rest of the people were. Mike Welland only earned fourth overall in spite of his super-fast ride. He had a troublesome second moto that nullified his fine third placings in the first and third.

Even the presence of the great John DeSoto in the Open classes was not enough to bring the level of excitement up to what it had been in the 250 class. He was suffering from the flu so bad that he stayed in the cab of his pickup all the time, emerging only when his turn came to race. And race he did. He literally ran away with the first moto, putting on a tremendous burst of speed that was just incredible. Lackey was second with Pomeroy third.

Then, in the second moto, things started happening. DeSoto and Pomeroy were dueling for the lead in a big way. Going into the same bern turn that gave Lackey his trouble, they collided hard and went down together. Pomeroy got going again after a bit but the big Hawaiian was showing the effects of his illness. After vomiting his lunch, at which point most folks would give up in despair, he went over the big jump at full tilt in third gear and got crossed up three separate times in different directions. Unreal!

Lackey, having won easily in that disaster-filled second moto went on to do the same in the third. Pomeroy, of course, was right behind all the way but not close. DeSoto. having a run of really rotten luck, retired early with his expansion chamber sticking out at a funny angle and his CZ sounding like a mortar barrage. Lackey was first overall with two wins and a second, while Pomeroy, due to his tangle with DeSoto had to settle for third. Bill Binckley, who led momentarily in the second moto, was second overall with a strong consistent ride. Mike Claphan, on a Husky, was fourth in the final standings ahead of a fifth place, and, no doubt dejected, John DeSoto.

Despite his problems, DeSoto was still very impressive with his aggressive and powerful riding. His easy manner off the track won him many friends here. Lackey, of course, was as sensational as he reputation had led us to believe. He is also a friendly sort but we don't expect to see him back very soon since his plans after graduating from high school include a trip to the European racing circuit. I'll bet he makes quite an impact on them!

(Results on page 26)

RAIN DRENCHES SIDEWINDERS RACE

By N. A. Williams

CLACKAMAS, ORE., March 14, 1971 — Mud, mud and more mud marked this season's opener at the Sidewinders track.

This year all scrambles will be run rain or shine so the race went on as scheduled despite the rain we had all week.

Practice had not been going on very long when a pile-up at the pit gate sent Ron Denney to the hospital with a cracked bone just above the left wrist. Ron was mounted on his 200cc Bultaco and started to pull off the track when Keith Mayor (Yamaha mounted) also started for the gate. They collided and both went down.

Denney's arm was put in a cast; Mayor had a possible ankle injury.

There were many other spills during the day but no other injuries were reported.

Bill Ehrens (Kaw) went down in the 100cc Trophy Dash but came back to take first place in the 100cc A Main. He rode his pegs most of the time while lapping the slower riders before half of the main was over. By the end of the main he had lapped every rider in the event.

Robby Ohge (Mon) went down in the 250cc T.D. leaving it a clean win for Bill Cook (Mai).

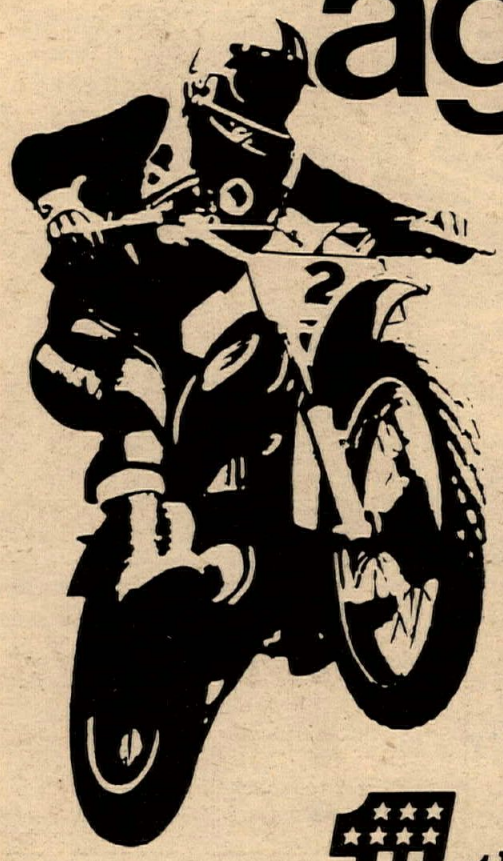
The 250cc A Main was a good race as the many spectators watched Cook go down early in the race while leading, come up again and back into first place in just one lap before going down again. This time it was for good leaving the first place position open for Ohge.

Rob had been running second to Cook all along. Now he had first tied up and played it cool enough to stay up and take the win.

The spectator crowd was in good spirits even though they had to sit through several rain showers and got pelted with hail several times during the day. They still laughed at the antics the riders on the track went through to try and get around in the mud and miss each other if possible.

(Results on page 26)

baja wins again!



100's M.C. Hare Scr.
Adelanto, Cal. — 3/14/71
1st Trailbike
Mitch Mayes — Baja
2nd Larry Rosler — Baja
3rd Jim Sumners — Baja
5th Tom Sawyer — Baja
(1st Junior)

Optimist Combo—Cross
Indian Dunes — 3/14/71
100 Expert Class
1st Terry Clark — Baja

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MUCKY MUCK TESTS PLUCK

By Bill Spencer

HAYWARD, CAL., March 14, 1971 — Despite a very cold and chilling rain that drenched the Hayward Speedway throughout the entire day, 120 die-hard scramblers turned out to race the second Hayward M.C. rough scrambles.

The Bay Area motorsport calendar was full of very exciting drag racing and sporty car stuff as well as NASCAR late model stockers. Two of the events were cancelled while the other was run on pavement that had seen better days. The motorcycle troops suffered in the marsh flat mud and muck, while the Daytona Beach, Fla., troops suffered in hot humidity. Anyone of us would gladly have changed places.

Waterproofing was the key to success for this wet day and Jim Saitone's Maicos were well set up. Saitone had a first and second last week with his 400 and 250 models, respectively. John Gennai had been the only one to keep him from a double win and this week Gennai was back and just as fast, as fate would have it, Gennai's motor blew up before practice got under way and that left Saitone with two easy runs.

Not one 650 motor showed up for the slop and Saitone had it all his own way beating out fellow rider, Ken Carli. In the 250 Expert Main, he also beat out another fellow rider, Larry Drew, with Gary Comphel taking the third spot.

In the combined 350-500-650 Novice affair, Bill Hardesty brought his Maico in for the checkered in front of Jerry Lozier and Lynn King. The toll of bikes had been heavy in the heats and just to make a couple of laps in the main, meant a trophy, as the Hayward club was giving out its usual number of extra trophies and going into the hole for it on this occasion.

Nick Nazzisi, a Sonny Kenyon flyer from San Jose, Calif., put on another spectacular show for the brave few that withstood the downpour. Nazzisi had it go all his own way in the heat with a wire to wire win.

In the main, the first lap saw him take a great big lead only to bail in the back section and take nearly a lap to remount and get back into the action. Rich Porter, meanwhile, had taken his new AJS to the fore and was bound to be hard to catch. Nick came back with a hard charge and in the next three laps caught the second place man, Norm McFadden. All this transpiring now on the flag lap.

Suddenly, Porter was down in the mud and Nick was just getting by McFadden and when they reappeared inside the fence, Nick had it all his own way and a double win just like Bugs did at Daytona, well almost.

Bob Whitaker survied for the win in the 250 Novice to beat out Jim Peter of the Palo Alto M.C. and Frank Mendoza. The points were there for those that wanted to ride.

One of the AMA's senior riders is George Cayssials, who always seems to show up at the roughest races, like the Cow Bell Enduro and the Salinas Sand Pit. George showed up today on his wife's 175 Yamaha, which he wanted to check out in this so called "rough stuff". After practice, George decided that it was okay but it wasn't really muddy enough

With this in mind, we now switch to the main and here is George leading the affair with Al Edwards plugging along some distance back in second. The flag lap and George disappears in the back lot and wait. No George...wait some more and then...it's Al with George pushing his motor through mud and slime. Edwards won it and George got the second and a good run for his money...Whew.

For that matter almost everyone who managed to take the checkered got a trophy as in the 125 Am/Ex. go when Rick Hocking seemed to be the only rider left until on the last go-around Bill Scarlett got his Bul going and finished second with only one lap complete.

(Results on page 26)

'FRISCO CYCLE SHOW APRIL 8-11

SAN FRANCISCO, CAL. — The famous Cow Palace will be alive with motorbikes as Cycle '71 hits the boards there April 8th through the 11th. In addition to the new product and custom displays there will be a movie theater featuring all-1970 vintage films, if plans work out. And there will be live Trials demonstrations as well. For more information, contact show headquarters at (415) 873-2038.

O'Neal conquers Oak Creek

By Ken Beach

OAK CREEK RANCH, March 21, 1971 — As the 125 Jrs. lined up for the 1st moto at 10 a.m. there were several anxious riders just smoking their clutches. Greg Robertson on a CZ was the rabbit, but the mechanical hounds just couldn't catch him.

Then came the second event, the 100 Jr. & Powder Puff combination. Les Ishman from Mojave, Calif., on his new Hodaka held off Larry Kreie on his super fast Rickman.

We must praise the winning Powder Puff not only for her win, but because several riders were seen taking a few practice laps and decided it was too tough for them SEniors included ("Give me a moto-x but make it easy"). You showed them, Karen Traw!

Getting into the Senior events, the 250 seems like a re-run from last month with Jim O'Neal taking the win, although he was riding a Rickman Montesa out of Kolbe Cycles this time. For Jim this wasn't enough; he had to win the Open class too.

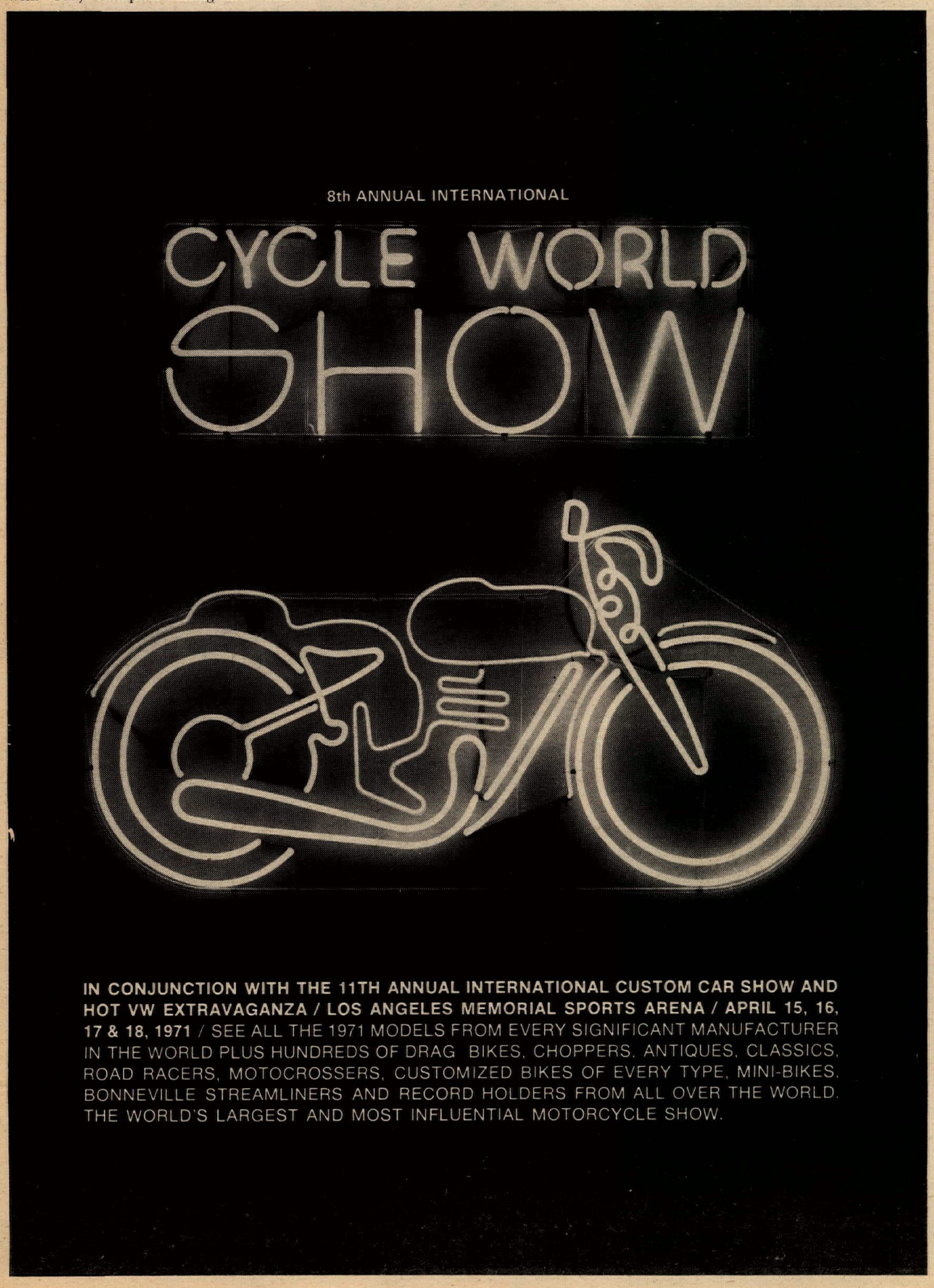
The piloting of Steve Oliver in the 250 Jr. was superb. Only Richard Foshay on his Maico and Mark McDonald were able to keep him in sight. Foshay squared away a few more turns than McDonald for 2nd, but McDonald's Kawasaki was very impressive; it traversed the rough very well.

The 125 Sr. was full of Garretts. Tom hung in there for 3rd while his brother Allen took first, both on Yamahas. Russ Fuller managed to squeeze in between for 2nd money.

Open Sr. (O'Neal) then along came Mike Keen and Mike Reno, both Husky mounted, and they yawed, heeled and careened, with all sorts of gyrations. Keene finally took second.

Land looping, front wheeling, rebounding all the way to the 2nd turn came the Open Jrs. The shadow of his CZ is all we saw of Steve Rauch winning first overall. Layman Gattis was very swift, grabbing 2nd place silverware.

(Results on page 26)



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HEARTBREAK DAY AT PORTERVILLE TT SCRAMBLES

By Jack Light

PORTERVILLE, CAL., March 14, 1971 — This day will be remembered for a long time to come, at least for a dozen riders who were very close to victories yet, through mishaps, were eliminated from competition. Many leaders were victims of the old miserable "Bad Luck Lucifer", with victory within sight, had to be entered in the record book, as a did not finish, "DNF".

The series of accidents started with the Powder Puff girls, and seemed to continue through all classes including the Open Experts, who had their share of bad luck. Nany O'Hara and Pam Bales had their machines running wheel to wheel, with the lead changing many times, then disaster struck during the final quarter lap.

Nancy was making her move on the outside, to take Pam, and from all indications, a slight contact was made, and Nancy lost control in the high speed sweeper, and crashed hard, sustaining a serious leg injury. These girls are real racers, and when on the track, they are giving their all.

The surgeon, with the use of "Erector-Set" pieces of metal, has Nancy on the road to recovery, and this great competitor will be back among them in the future. Pam and her Zundapp-Rickman went on to victory followed by Elaine Smith, and Brenda Smith on their Yamaha bikes. All of these girls deserve the plaudits of everyone for their devotion they have for this sport, even with the dangers present.

Hank McCaulley and his crew had the track in perfect condition. The surface was well prepared and is very fast, tricky with tight twisty corners and the long sweeper-straight. Some of the riders do not take all this into consideration and often times get into trouble, which they cannot get out of easily.

Don Andreatta and his "Kern Kart Hodaka" had little difficulty in taking the 100 Amateur once he found the groove. After this, he really turned it on.

One of the better races of the day was furnished by the 125 Juniors and Experts with Curt Lange (Bul) edging out Rayn Gifford and Bruce Baseman both riding Yamahas. These three really put on a crowd pleaser with their skill and daring.

Art Carter (Bul) from Ventura, Calif., had Greg Henson and his Kawasaki to contend with in the 200 Novice/Junior go around; Art came out on top in fine style.

The 250 Novices had mounts from all over the world, a real United Nations thing. Bobby Williamson looked real good tooling his C-Z into the winner's circle with Steve Potter and his Bultaco following. Robert Depew riding a Kawasaki was next and fourth spot taken by George Penrod and his BSA from "Jolly Old England".

There was not enough hard luck trophies to give out today, but Ron Tobey, after taking the heat, had to sit out the main and watch the crowd go by. Ron riding in first spot when nudged which forced into the infield, with a broken spoke, which punctured his rear tire and, also, losing his chain in the weird happenings of the day.

Tracy Bright, always one to look for the advantage, managed to bring his Bultaco in for first in the 250 Expert Class. Jeff Johnson followed Tracy through the traffic and had the Custom Engineering Suzuki in the second place slot. These two riders never give up and are always in contention in every race.

Terry West and Jerry Langley made the 360 Junior a Montesa sweep, finishing first and second on these beautiful bikes.

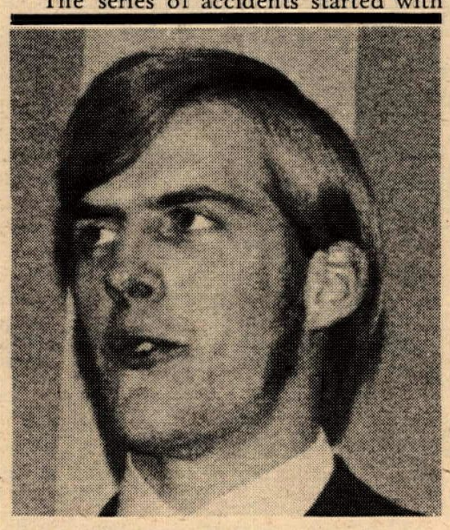
The racing Keener brothers, Jim and Ron, did not show too much "brotherly love" in the 360 Expert Main. These Keeners know only one way to race...fast and furious, even when racing against each other. These two had the dirt flying from their Yamaha bikes from start to finish, much to the crowd's delight. To the rest of the field on the track, just the opposite feelings, no doubt, were felt.

Mike Mitchell, riding a perfectly prepared Maico out of Stacey's of Morro Bay, had everything his own way. Mike rode a flawless race, never losing a second with unnecessary slides or lost motion. These two had the right combination to take the 650 Novice event, "Mitchell and Maico." James Reed riding a BSA had to settle for a well deserved second.

Following in the pattern of the day, crashes and misfortunes that seemed to plague many of the riders, continued into the Open Expert ranks. Rick Newby had his Custom Engineering Triumph leading the pack with victory near, lost it in the tight Esses turn. Ever alert Carroll Jackson twisted the grip a little hard and shot into the lead, bringing his Triumph in for first place with room to spare.

This day was "one of those days" and as the saying goes, "you can't win them all". One thing is certain, though, everyone will be back for the next Porterville Spinners T.T. Scrambles, this is a "tough" track to master...but they keep trying.

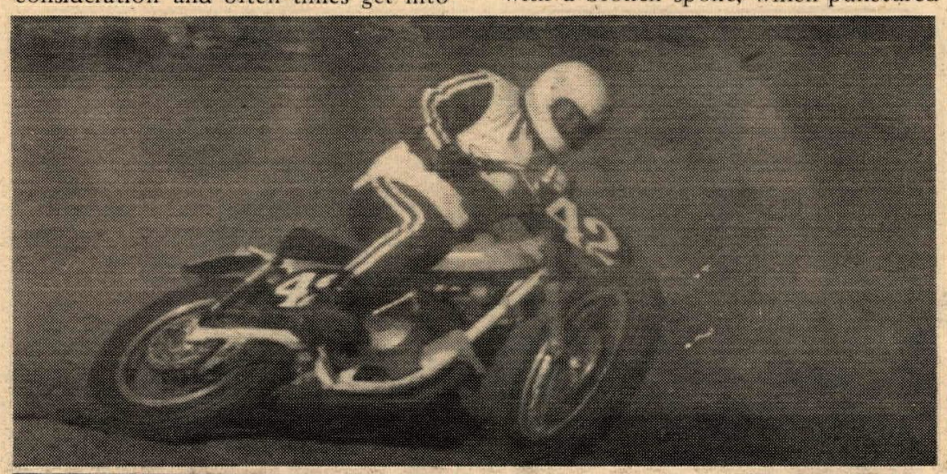
(Results on page 26)



JIM RICE — S.F. Rider Of Year

In a recent presentation in San Francisco by the Motor Sport Press Association, BSA factory rider Jim Rice, was presented with the award for Motorcycle Rider of the Year.

Rice, the number two rider in AMA national competition, was selected for his great effort in seeking the number one position on the national trail and for his sportsman like action throughout the year at all events. The Palo Alto pilot graciously accepted the award, thanking both the BSA factory and his mechanic Mike Akatiff for their assistance throughout the year.



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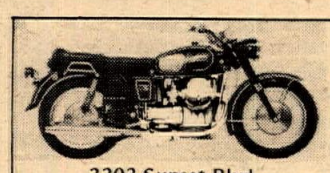
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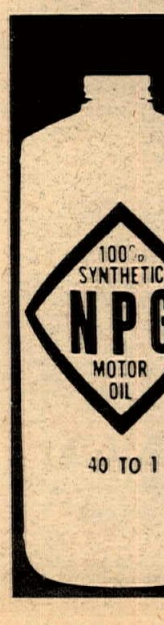

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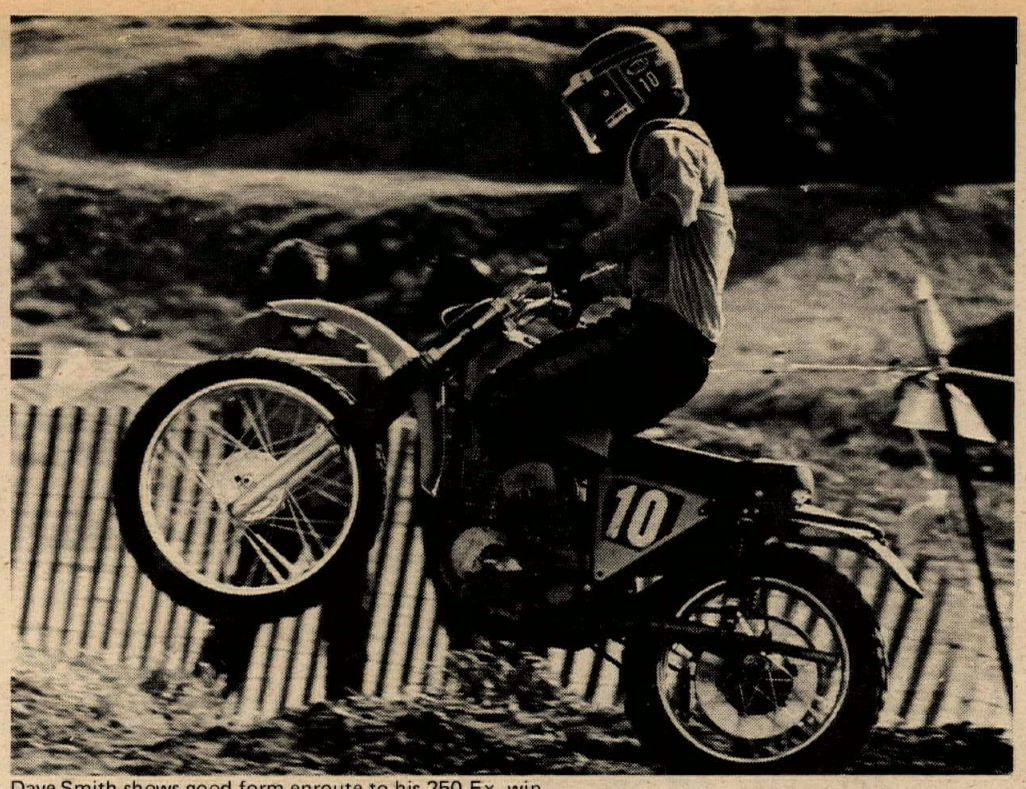
Hare & Hound
March 7, 1971
Trailbike Class
1st Terry Clark — Baja 100
2nd Larry Roesler — Baja 100
3rd Mitch Mayes — Baja 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

In one of those few moments during the CMC action at Saddleback Park Sunday, Chuck "Feets" Minert holds the advantage over Pat deBenedetti. Pat won all three 500 Sr. motos, however.



Dave Smith shows good form enroute to his 250 Ex. win.

DeBenedetti Feats Beat Feets

By John Shedd

IRVINE, CAL., March 21, 1971 — It was a sunny day at Saddleback Park, and no one could have asked for a better day for racing. There was a large turn out of riders for a non series meeting and the 125 Juniors and 250 Juniors were both divided into three divisions.

Action started out with the small bores and progressed up through the big barreled bombs.

The 125cc Expert class seemed to belong to Bill Urban (Puch) from the drop of the first flag. Bill had some competition from Pat deBenedetti in the first moto but Pat's shifting probelms kept him from being a serious threat. Bill tock the first moto with Pat hanging in there for second. In the second leg Urban again zoomed into the lead and this time deBenedetti was really suffering with a wasted gear box and could only manage a 13th. Pat was unable to start the final moto and Urban really had a field day. He played and wheelied from corner to corner and had no trouble in taking the win. E. Crippa took second place and deBenedetti was third even though he didn't ride the last leg.

Hard charging Dave Smith wheeled his Maico to a win in the 250cc Expert class. In the first two motos it was Dave out in front with John Rubcic in hot pursuit on a CZ. Rubcic didn't seem to be a serious threat to Smith but he stayed close enough to take over the lead if Dave goofed.

The final leg of the 250cc Expert-Intermediate combined class was a bit of an upset. Charles Rouse who had finished ninth and sixth in Intermediate standings in the first two legs, and even farther back in overall positions flashed into the lead with all the Experts snapping at his heels. Finally, Smith was able to take over the lead but Rouse remained a solid second until a few feet from the flag on the final lap. At this point Smith lost it and Rouse regained the lead and went on to win the final leg and the 250cc Intermediate class as well. The 250cc Expert win went to Dave Smith who was still able to manage a fourth in the last moto. Rubcic earned second place green by finishing second in all three motos, and C. Nilson was third.

The 500cc Expert race was quite interesting in more ways than one. Mister BSA USA, Chuck (Feets) Minert, roared into the lead with Maico mounted Pat deBenedetti burning up the Saddleback turf behind him. It was a two man race in all three motos with the rest of the pack so far behind that they were running a race of their own.

The flying duo churned their tires in a race of many contrasts. It was veteran Chuck Minert against young Pat deBenedetti who has earned his way to the ranks of the nation's finest motocrossers. It was the endless battle of the two stroke versus the four stroke, and it was also a contest of two very different styles of racing. Minert pitted his experience against fierce aggressiveness of deBenedetti. Chuck's BSA roared like a lion but not loud enough to drown out the scream of the high pitched Maico. In every corner it was Pat taking it wide and fast and Feets in the low groove looking for the shorted way from point A to point B.

In the first moto Minert took the lead from Pat by using the short way around the corner, but four laps later Pat regained the lead by going wide on another corner. For the first five or six laps it was a wheel to wheel duel but Pat gradually increased his lead and went on to win.

The second moto started out with Feets in the lead but on lap two Pat again found a faster way around a corner and grabbed the lead. The third moto was a carbon copy of the second. Minert took the lead and Pat caught up and took over. The BSA thundered from jump to jump and corner to corner in mad pursuit of the high pitched cry of the red Maico but the rest of the pack was too far behind to hear the cry of battle.

When the dust settled and the engines hushed Pat deBenedetti had taken the win by winning all three legs with Chuck Minert second with a second in all three motos.

Next week, (on the CMC calendar) will be the Steen's Series wrap-up at Osteen's Park in Pomona.

(Results on page 26)

RICKMAN WINNERS MARCH ON IN MARCH

March 7th .....Dehasa, California Moto-Cross
1st Powderpuff / Pam Baler / Rickman 100 Micro Métisse
March 7th .....Monroe, Washington Moto-Cross
1st 250 Allcomers / Melvin Sowards / Rickman 250
March 13th ...Elsinore Raceway TT Scrambles
1st Open Expert / John Sprague / Rickman Weslake 8-valve
1st Special Experts / John Sprague / Rickman Weslake 8-valve
1st Sweepstakes / John Sprague / Rickman Weslake 8-valve
1st 250 Novice / Don Nichols / Rickman 250
March 14th ...Saddleback Park, California — ACA Moto-Cross
1st 250 Senior / Jim O'Neil / Rickman 250
1st 125 Senior / Don Emler / Rickman 125 Micro Métisse
March 14th ...Perris, California TTScrambles
1st Open Expert / Glen Burnson / Rickman 650 Métisse
March 14th ...Carlsbad, California —CMC Moto-Cross
1st 250 Class / Diego Gualdo / Rickman 250
March 14th ...Indian Dunes, California — Optimist Combo Cross
1st 100 Junior / Danny LaPorte / Rickman 100 Micro Métisse

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Novice Scott Kafan is (11) is about to get zapped by 250 Int. winner Greg Wickam (34) in a combined class moto.

Cotton hard on ACA foes

By Richard Streck

CARLSBAD, CAL., March 21, 1971 — A.C.A. Motocross course conditions were fast with several tight sections and a wooden birdge thrown in for excitement. There were three 20-minute motos for each class. Due to a small turnout, Junior, Intermediate, and Senior divisions were run together. 100 and 125cc were also combined. Dale Buzza on a Bul won the Junior 100cc division. Bruce McDougal on a Yam won the 100cc Intermediate, making a good showing against the 125cc. Tony Duni won the 125cc Junior division on a Sachs. John Townsend took first Intermediate with a Bultaco.

Carl Cotton swept all three motos in the 125 Senior division on his wife's two-day old Bultaco. Dick Frampton took a solid second a Bul. In the 250cc combined, Greg Wickman in the Intermediate class took all three motos on Abu. Leonard Mellgren took first in the 250cc Junior on a CZ. Ron Bunn led the way in the 500cc class, taking all three on his Z.

(Results on page 26)

100 Riders treat packed Trojan stands

By Art Loya

SOUTH GATE, CALIF. — That was quite a show a field of over 100 bike riders put on at Trojan Speedway on Friday night.

21-year-old Mike Arrombide, Ossa mounted from Ventura, won the 250 TT Main Event ahead of Greg Cunningham (Yam), Dale Hopkins (Bul), Craig Steigler (Bul), and Buena Park's flash, Mike Hannon (Bul) who started last in the field of twelve.

A packed house was treated to one of the best 250 TT Mains in the young season. Four restarts were needed for the emotionally fired-up field. In two of the four restarts, Cunningham and colorful Bob Sanders spilled going into the first corner, and Rick Goade triggered a 3-rider tangle as Hannon and Steigler added a few thrills.

The dazzling outburst of Hannon which is becoming a trademark of his these days, kept the crowd on its feet for much of the event as he picked off his opposition one-by-one in his Mitco-Bultaco sponsored speedster. A red-hot duel developed between Hannon and Hopkins as both riders moved as one for three complete laps, but in the final outcome, Hopkins moved ahead to nail third.

In the 250 F.T. Main, it was Hannon once again providing a highly polished performance on his Bultaco. This time his tactics were simple and direct as he sped after the lead from behind the pack on the first lap to garner the checkered flag ahead of three other Bultaco mounted riders.

Twin victories were chalked up by 100 F.T. champion, Sanders, (Kaw) in the trophy dash competition winning both the 100 F.T. and 125 F.T. dashes. Kirk Redding (Kaw) scored in the 100 TT dash while Creason (Bul) and Hannon (Bul) took the hardware in the 250 TT and 250 F.T. respectively.

(Results on page 26)

Powell siezes muddy moto

CARNEGIE CYCLE PARK, CAL., March 14, 1971 — Stockton M.C. held a Motocross today but the weather was not cooperating. It started to rain at about 10 a.m. and never stopped. The scoring was very difficult due to the mud on the number plates. Even though the weather conditions were poor, 80 riders signed up and Russ Powell riding his Bultaco proved to be the man to beat.

(Results on page 26)

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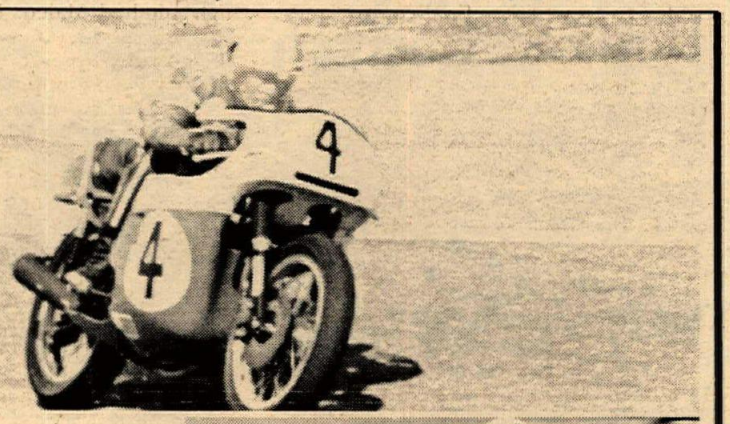

(above) Dick Mann
Winner—200 mile Road Race
Bell Helmet/BSA
(right) Kel Carruthers
Winner—100 mile Combined
Bell Helmet/Yamaha

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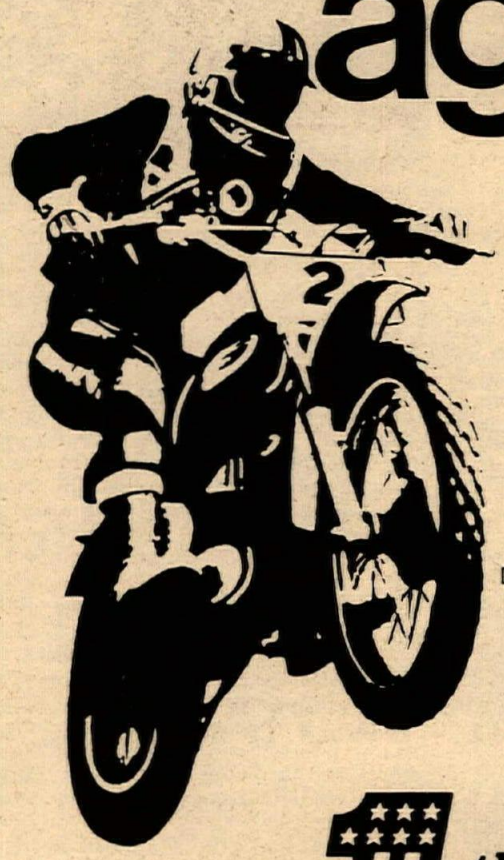
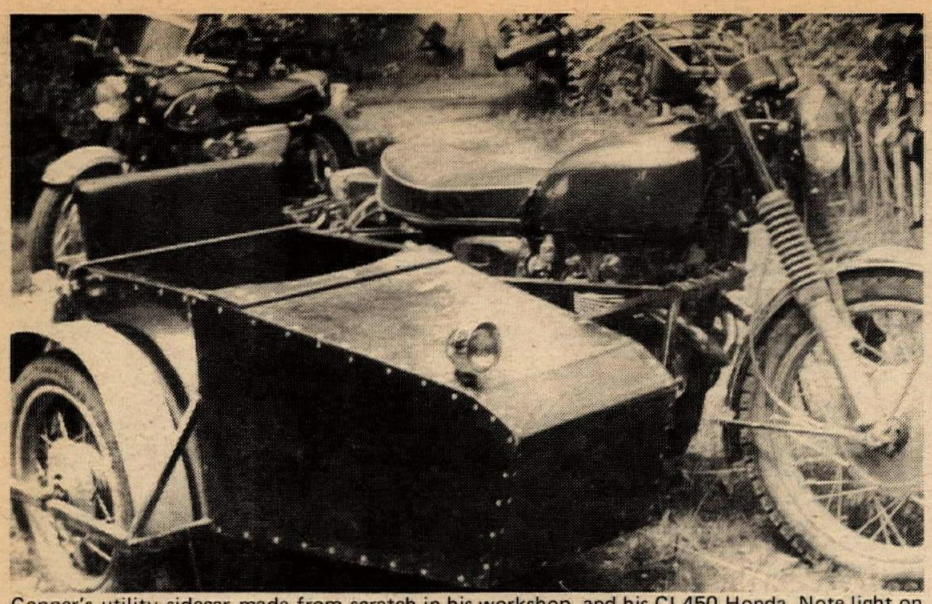


Desert M.C. Hare & Hound-2/28/71
Trailbike Class

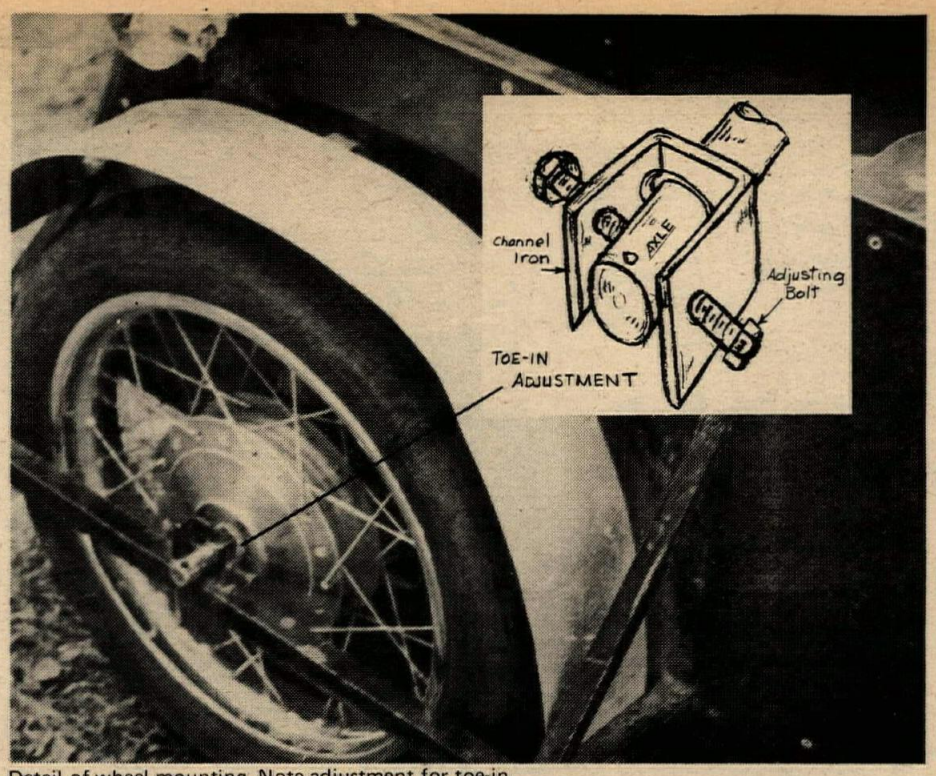
1st Randy Milligan-Baja 100 (Ex.)
4th Mike Hayes-Baja 100 1st (Jr.)
5th Jim Summers-Baja 100 (Ex.)

HARLEY-DAVIDSON

the Harley-Davidson outperformers



Conner's utility sidecar made from scratch in his workshop, and his CL450 Honda. Note light on car.

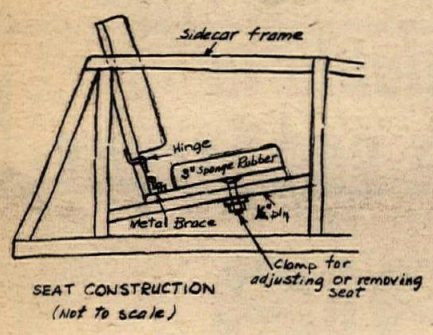


Detail of wheel mounting. Note adjustment for toe-in.

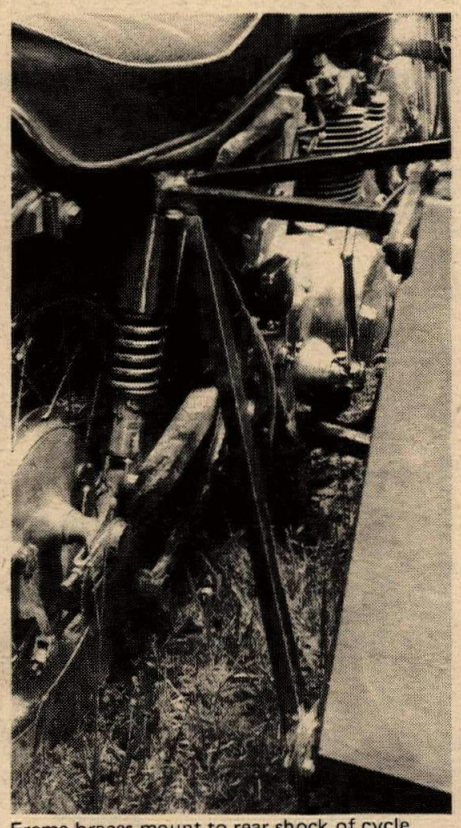
Build Yourself A Hack

By Cliff Boswell
Photos by Robert Conner

If you have been hankering for a sidecar to go with your motorcycle, why not build one yourself? It's not easy, but it can be done. The rig can be a simple utility rig like the one shown here, or a fancy product complete with springs, shocks, and luxurious upholstery. It can be about as uncomplicated or ornate as money, time, and ingenuity dictate.



SEAT CONSTRUCTION
(Not to scale)



Frame braces mount to rear shock of cycle.

Underside view shows brace to cycle's frame which is adjustable for camber, and shape of bottom of car.

A side-hack is just the ticket for taking along the wife or friend and that larger tent made for two, or for tucking camping gear and clothes out of sight, safe from rain and dust and sticky fingers.

Robert H. Conner of Cottage Grove, Oregon, is the designer of this one. It is his handy vehicle for carrying tools to work and his camping stuff into the hills over week-ends. It handles well on any surface except a side hill or deep mud, and is a real blast on freshly graded gravel roads. Bob says it works very good with a passenger on smooth surfaces but rides pretty rough on poor ones.

Materials cost about $30 not including the wheel. A 16 x 3.00 tire and wheel from an old Honda Dream was given to him in exchange for an earlier favor. He has no estimate of the time involved.

The job was completed last winter, but Conners offers some suggestions for improvements. In addition to the information here he will answer personal letters with more detail on building the rig. His address: Robert Conner, Box 167, BB Route, Cottage Grove, Oregon 97424. He emphatically states he has no intention of manufacturing his design. He is an experimenter.

Back of car drops down to make room for tools or other equipment.

The frame is made of 1-inch and ¾-inch, 16-gauge, square steel tubing. The body, of ½-inch waterproof Douglas Fir plywood and 1/8-inch tempered masonite is bolted and pop-riveted to the frame. Sides, top, and front are made of masonite while the stronger plywood is used for the floor, seat, and back. Three coats of epoxy resin were applied to all surfaces to completely waterproof them, then all edges were covered with fiberglass cloth and coated with resin.

A plywood piece was bolted inside the front cover to prevent a passenger from jamming a foot through it.

Frame is fastened to the rear shock mount with the same bolt that holds the shock, and the front part clamps to the frame under the gasoline tank with U-bolts.

A strut which is adjustable for camber extends from the frame to the foot peg. The wheel mounting and front clamps permit toe-in adjustment.

A brake pedal for the third wheel and stop lights is positioned beside the bike's foot brake. They are applied simultaneously or separately as desired.

Bob's 1969 Honda CL450 handles the extra weight without problems. However, a larger gasoline tank from a 1969 CB 450 replaced the original to give a longer cruising range, and wider handlebars were installed for better control. He dropped one tooth on the transmission gear to gain more power in starting, but suggests changing the rear sprocket instead to one with three more teeth to take some strain off the chain.

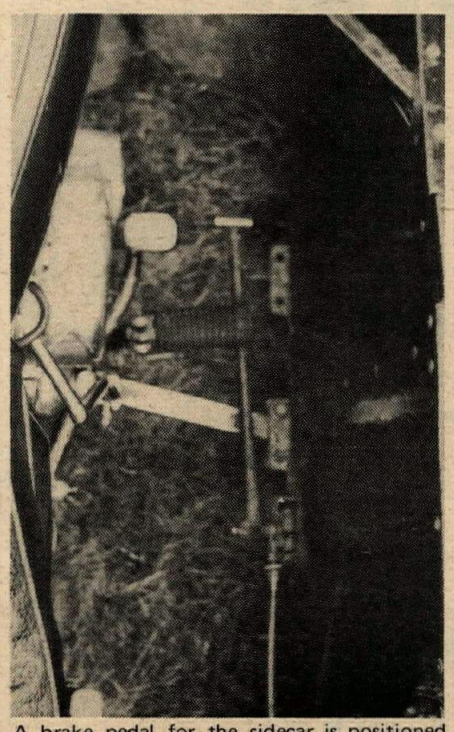
Overall sidecar length is 56", width of body is 21", height from the ground 28" with about 8" ground clearance. Length of the front tie bracket is 18", rear bracket 11", distance from outside wall to outside of wheel is 5¾".

However, these dimensions may be taken as suggestions, only. Conner recommends that four inches be added to the front of the car for more leg room, and another four behind the seat for tools and equipment. He also thinks the wheel track should be extended from 42" to 48 by lengthening the front tie bracket to 24 and the back one to 17".

The opening in the top of the car is 21" wide by 22" long, but would be improved by lengthening to 26", and as mentioned above by increasing overall length of the car to 64".

Frame mounts to cycle frame by U-bolts and plate.

Conner's design and construction is a lesson in ingenuity and imagination as well as outright perserverance to those who might lack confidence in themselves or who might scoff at the idea that a practical sidecar could be built by an amateur from simple parts. It is all the more remarkable when you realize that no plans nor models were available for comparison.



A brake pedal for the sidecar is positioned under the foot peg near foot brake for the cycle. Can be operated together or separately.

Bob's interest was piqued by pictures of a friend's old side car outfit on a Harley, and by reminicences of how much fun it used to add to motorcycling. In fact, his curiosity was aroused to where he began to look around for one to fit his Honda 450. None being available he decided to start literally from the floor and build his own.

From pictures and sketch information obtained from an earlier story in a motorcycle magazine he was able to lay out a rough, full-sized chalk drawing on the floor beside his cycle, and to position the wheel six to eight inches ahead of the rear wheel, as the story suggested.

Then, laying frame members on the pattern, he welded them together with an oxy-acetylene torch, fitted the wheel, and built his mounting brackets. With the frame bolted to the bike he began making test runs followed by adjusting and modifying until it would hold true when turned loose on level ground. A little toe-in to the car wheel was necessary to achieve this goal.

After it was handling satisfactorily, he fastened the floor to the car, and covered the frame with masonite.

The seat is of 3" sponge rubber on a ½" plywood base with naugahyde covering. It is clamped to the floor by two bolts which are easily removed to adjust forward. The back, made of the same materials, is hinged at a point six inches above the bottom to fold down flat.

To add a suggestion of my own, make the inside trim and dashboard, if any, from birch, maple, or walnut plywood. Finished in natural grain these woods add an elegrant touch to upholstered interiors that cannot be duplicated.

For a fancy job, how about black leather or naugahyde, tuck-and-roll upholstery for seat and back rest? You can go hog-wild for comfort, here, and design the seat with as much artistic taste and harmonious embellishment as your imagination can whomp up.

Expect to see more sidecars on the road next summer. It's an old and accepted way of travel that died out over the years with the advent of fast automobiles and freeways, but is coming back. Even some of the greatest two-wheeler purists who wouldn't think of encumbering their road machine with the extra weight of a sidecar are now having second thoughts.

From my own observations at cycle races and gatherings where a few side hacks show up I can't help but conclude that the old thrills of sidecar travel is being re-discovered, and we'll soon see them taking a respectable share of the road in local and cross country travel.

WHAT ABOUT A CYCLE RIDE

THROUGH EUROPE?

By Ralph Shaffer

When you're thinking about summer, do you see yourself as Easy Rider, laying back there real steady at about 90 along the Autobahn in the Mercedes lane? Or slowly doing the Via Veneto, giving just a little eye to the Italian girls who turn around?

Could be, you know.

For motorcycling from June to September is the real way to see the countries of Europe on a budget. The wide use of motorized two-wheelers — nothing new in Europe — has been the next step up, during the affluent 'Sixties, from the utility of family bicycling with manpower alone. So, you'd be no center-ring novelty on a machine there.

Not only that but up to now motorcycle groups and individuals in countries across the Atlantic have built good community reputations. They have been quick with traffic observance rules, self-enforced safety regulations and good manners in general. As a motorcyclists, you'll not merely be tolerated everywhere, but you'll be genuinely welcomed. This is true of the friendly people you'll meet in the business of cycle touring — in service stations, campgrounds, coffee bars — as well as of the many fellow-wheelers you'll meet from other nations.

About the budget, don't misunderstand. It's no free-load. No way! Cycling through Europe on a budget means you still need money. So look here: the costs depend on how much touring you plan to do, how much time you're going to allow, and how fancy a machine you are going to talk yourself into purchasing.

First off, there are several organizations which offer pre-packaged cycle tours abroad of about three weeks duration. On these, all basic preparations are made by the tour planners for you. Usually, their prices include your round-trip air fare, foreign hotel rooms, some meals, and the purchase of a new, foreign-made motorcycle. Typical cost of a New York departure coupled with buying a basic German bike would be about $1,600 complete. Not really "complete", either. This would be the skeleton tour price. You'd need a few hundred dollars extra for things like tips, souvenirs, gas and oil, tolls, insurance and any emergencies. Departing from a West Coast city adds about $300 in round-trip air fare. And buying a larger-than-basic motorcycle would add perhaps another $600.

> Information For
> MOTORCYCLING TRIP OVERSEAS
>
> Motorcycle Tours. Agencies below have operated tours abroad for several years. There's no charge when you ask any travel agent for up-to-date 1971 information: Motours Travel, Box 3571, San Diego, Ca. 92103. Hank Slegers Co. Inc., 19 Ridgedale Ave., Whippany, N.J. 07981.
>
> International Air Travel. A booklet "Air Travel Bargains" by Jim Woodman — published annually since 1965 — contains information about low air fares all over the world. It can be ordered for $2.65 from the Mail Order department, Simon and Schuster, 1 W. 39th St., New York 10018.
>
> Accommodations Abroad.
>
> Youth Hostels. For information write American Youth Hostels, Inc., 20 W. 17th St., New York 10011.
>
> Inexpensive Hotels. A directory by Beverly Beyer is in its ninth year of publication. Send $1.00 for this list of 320 inexpensive hotels in 185 European towns and cities to Voyager, Inc., Box 25684, Los Angeles, Ca. 90024.
>
> Camping. Write (airmail, 20¢ ½ oz.) to Federation Internationale de Camping, 218 Bvd St., Germain, Paris, France.
>
> Motels. Write (airmail, as above) to European Motel Federation, 21 Kasthoferstrasse, Berne Switzerland.

If your wallet is flat, don't dispair. International air carriers and other travel specialists offer 24-month financing plans. All things being equal about your credit, it would be possible for you to ride Europe in the summer and pay it off the following winter.

Generally, regulated tour itineraries for cycling cover about two thousand bike-riding miles in about three weeks. Some days the distance might be only 75 miles. On other days (depending on night-time destinations) the mileage might be as high as 300. This latter is exceptionally long for continental touring — unless you use the freeways. (Dual carriageway, please, in England; in Germany the Autobahn; and to Italians, the Autostrada.) Other than these limited-access highways, most European roads — while paved — are not conducive to long days of travel. Often, they are narrow, with two-way farm traffic, unbanked curves, and direct access into the center of small villages. True, everybody waves to you; but all this can make slow going on a flat-out mileage day.

There's a wide choice of countries and areas to visit in any cycling tour you select. Most start in London or Munich because these are factory pick-up points for English and German bikes. The route from either of these starting points can include the Isle of Man (competition), Holland, Germany, Austria, Switzerland, France and parts of Italy.

Those who have done the organized touring say benefits include the safety of group travel, the services of a qualified mechanic traveling with the group, confirmed hotel reservations and professional tour direction.

Feel up to going it alone? Or with one or two friends independently of any group or organization?

There's a way.

Foreign motorcycle companies offer British and European city-delivery plans similar to the motor car-pickup deals widely advertised in the U.S. All you do is make arrangements with a local U.S. cycle dealer to pick up your machine overseas. And pay him here. Details that he takes care of usually include the cycle registration, obtaining International plates, title, insurance, and export papers (in Germany you can get an export-goods tax refund after your machine officially leaves the country.)

You can arrange your own air passage. At present, there are many special overseas flying arrangements which any air carrier office will look up for you. If you want to map out your own tour abroad from city to city, get copies of each specific country's green Michelin guide. English editions of these are available in Public Libraries or can be ordered in any bookstore at $3.50. These guides have maps, tours of the countryside, sights to see and include some road conditions information. Some "tour clubs" offer low rates on charter flights for members.

You can plan for your own accommodations from Youth hostel, hotel or motel lists (see box) by writing ahead (U.S. Airletter 13¢).

Whether you go independently or on a scheduled tour, there are these additional considerations:

Machines. Experts recommend a comfortable "big" unit for all the miles you have to go — something in the 250cc-or-over class, and new, if possible. A used machine could give you trouble at a time and far-away place when you could best do without it. Brand-wise, BSA, Honda or the well-known German BMW should be considered first. All have wide availability of parts and service in almost all countries.

Accessories. Since the rider and the cycle are supposed to function together, some accessories are needed for each. "Musts" for the rider are safety helmet, good goggles, waterproof gloves, sportsman pocket warmers, durable poncho or large raincoat and a sleeping bag. For the cycle itself, you might add a locking gas cap, luggage carrier, saddlebags, windshield. And it's a good idea to carry an extra chain, points, condenser and plugs.

Documents. You'll need a U.S. Passport, health card with smallpox innoculation for getting back into the U.S., an International driver's license (although in most countries of Europe your own up-to-date state license is enough), and travellers' checks in US dollars. International licenses are available from the Triple-A.

There's a final bonus maybe you hadn't thought of. On your return to the U.S., there's a good chance you can sell your slightly used, late-model motorcycle for about what you paid for it overseas. You've had all the fun and freedom of a summer on your own wheels while seeing foreign countries in just about the most inexpensive way there is.

Why not quit dreaming how you'd look sweeping down the middle of the Champs Elysees some soft summer evening? Just start counting your money.

Trials Riders Return From Spain Bash

By DeeDee Earl

Tired and broke, but happy, were Bob Nichelsen and Kevin Walker on their arrival home from Spain. The two top Southern California trials riders had spent fifteen days in Barcelona, competing in the Spanish round of the European Trials Championship on March 7. Their prediction of a rugged trials and tough competition proved only too accurate. Bob on his trusty Ossa placed 30th out of the 87 entries, while Bultaco mounted Kevin rode to the 44th position. The Spanish round went to first place Ossa rider Mick Andrews of England. Nichelsen's and Walker's competition sounded like a "Who's Who" of English trials including Andrews, Farley, Rathwell, Lampkin and others.

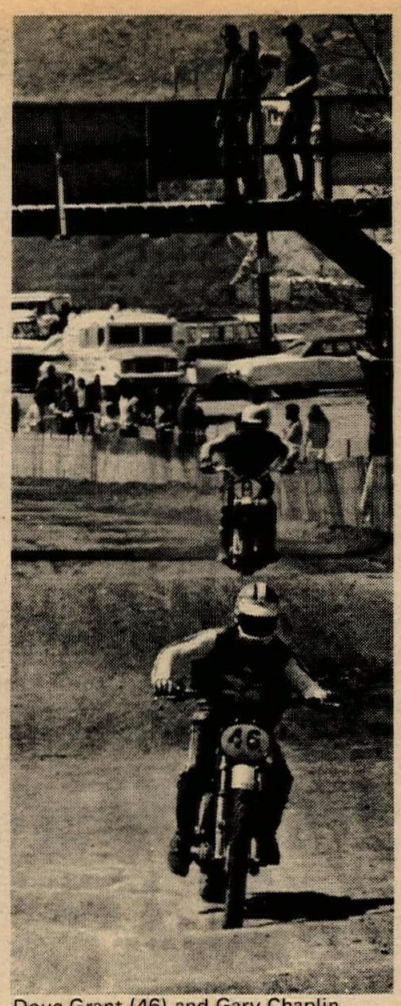
Bob found out where we stand in comparison to the Europeans in trials riding. He feels we have a way to go but that the exceptionally good riding being done by many of our young trialers will enable them to compete quite well overseas in four or five years. The European pros start riding in their early teens and become extremely proficient as their experience builds. Only the wealthy in Spain can afford to ride trials which allows us to select the best riders out of a larger group. Due to the extreme physical strength and endurance needed for European trials competition Bob felt that next year's riders would benefit well from riding at least two 100 miles enduros on trials type machines — standing up! They could sit down on only a slight 25% of the trials loop. Bob also recommended they learn to push, push, PUSH!

When asked if he would like to return to Spain for competition in the future, Nichelsen said "Sure!" but stated he would like to wait three to four years in order to condition and train himself so as to insure being a better competitive challenge. A lot of knowledge and valuable experience was gained from this trip and Nickelsen and Walker stand in a position to help promote and encourage the standard of trials riding here in the United States. Mission accomplished!

Steve Scott came through with a clean sweep of the 250 Jr.-Sr. combined class.

Louie Lima, first Open Jr.

Dave Zahrt takes 125 checkered.



Doug Grant (46) and Gary Chaplin

Grant, Chaplin Top Bay Mare Show

By John Bethea

MOORPARK, CAL., March 21, 1971 — AJS factory rider Doug Grant found the going very rough today competing in the combined Open Jr/Sr at Bay Mare Park. Grant, who recently took over the mount previously ridden by Jim West, found Gary Chaplin his biggest obstacle.

In their first meeting on the somewhat revised Bay Mare course, Grant took command and led throughout the moto with Chaplin second. In the next encounter, Chaplin, who has been treking south from Morrow Bay, Calif., to race here, blasted into an early lead. Grant realized early that this was not going to be an easy day and he gradually closed the gap and took over first mid-way through the race.

With two wins to his credit, Grant had to just finish third in the final moto to win overall; but he was out to sweep and Chaplin, with two seconds, wasn't about to let him. In follow-the-leader fashion, the two churned over the new laid sand on the course while dicing away with Chaplin in the lead.

The Maico pulled into a slim lead by the fourth lap but Grant was still pushing hard to regain some of the lost ground. Lap after lap the two sped about the course and Grant, using experience and everything else he could draw upon, managed to come within a few yards of Chaplin in the second to last go. But Chaplin laid on the throttle and picked up a 20-foot win.

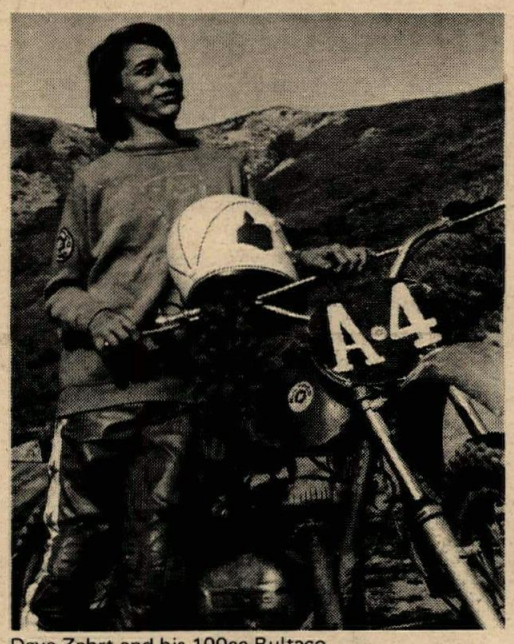
A tight battle also showed in the 100 Jr. class. Rick Durant had powered his Hodaka to a first moto win but had to settle for second in the next as Tom Morris (Hod) had garnered that one.

In the third, the two were again blasting away from the rest of the pack while trying to out-do the other for the point.

These two riders were so close at the drop of the checkered that a large table-cloth could have hidden them. Durant barely edged across first and Morris second; they finished that way overall with Dave Zahrt third.

Zahrt, riding a 100 Bultaco, also joined in the 125 Seniors to find out if he could keep up. Not only did he keep up, but in the second moto had a commanding lead built up before losing his chain on the straightaway which forced him out. In the third moto, the chain was in better shape and Zahrt, a 15-year-old who has been riding only 6 months, led from start to finish on his "Pumfrey" Bultaco.

Dean York took the overall win in the class, however, York, riding one of the new Omo 125cc Montesas, really blasted over the course and had little trouble with the machine. Danny Wade led a DKW power-force with second overall.



Dave Zahrt and his 100cc Bultaco.

York had a pretty good day for himself as he also went against the Juniors in the Sr/Jr. combo of the 250 class. But, here, he found the going rought as Steve Scott (Bul) pulled away from everybody and won all three motos with York second.

Mike Beanway, in the second 250 Jr/Sr. moto, had his AJS experience a rarity. After maneuvering the big jump at the end of the straight, he came around a turn and began losing control. He quickly was dumped from the bike and sat there stunned for a moment. He was amazed to see that the inner tube, still filled with air, had somehow gotten out of the front tire. With a dislocated finger, Beanway was out for the day. Try telling that one to your boss when you come in late: "Ah, I was just driving to work and the inner tube from one of my tires came out." He'll either laugh or fire you.

Although the turnout was a bit low, the entire program was smooth and efficient. Bay Mare Racing Assn., the new management, is reworking the course to make for better racing. Also, they are trying to stick to some hard rules which, when effectively enforced, makes for a pleasant day for the riders and spectators alike. Things like no pit racing or starting your engine prior to the mid-morning practice, etc.

(Results on page 26)

A couple of Jackrabbits make like the long-legged bunnies laying out the virgin course for their March 28 event.

JACKRABBITS' NEW COURSE

This Sunday, March 28, the Jackrabbits M.C. will host a Dist. 37 points motocross on a new course at Irwindale Raceway, in Irwindale, Calif. Located on Irwindale Rd., between the Foothill Freeway and the San Bernardino Freeway, just East of 605, the post entry is $5 plus a $1.50 gate fee. Juniors and Experts race at 9:15 a.m. and Novices go at 12:30. Each class is promised three 15-minute motos.

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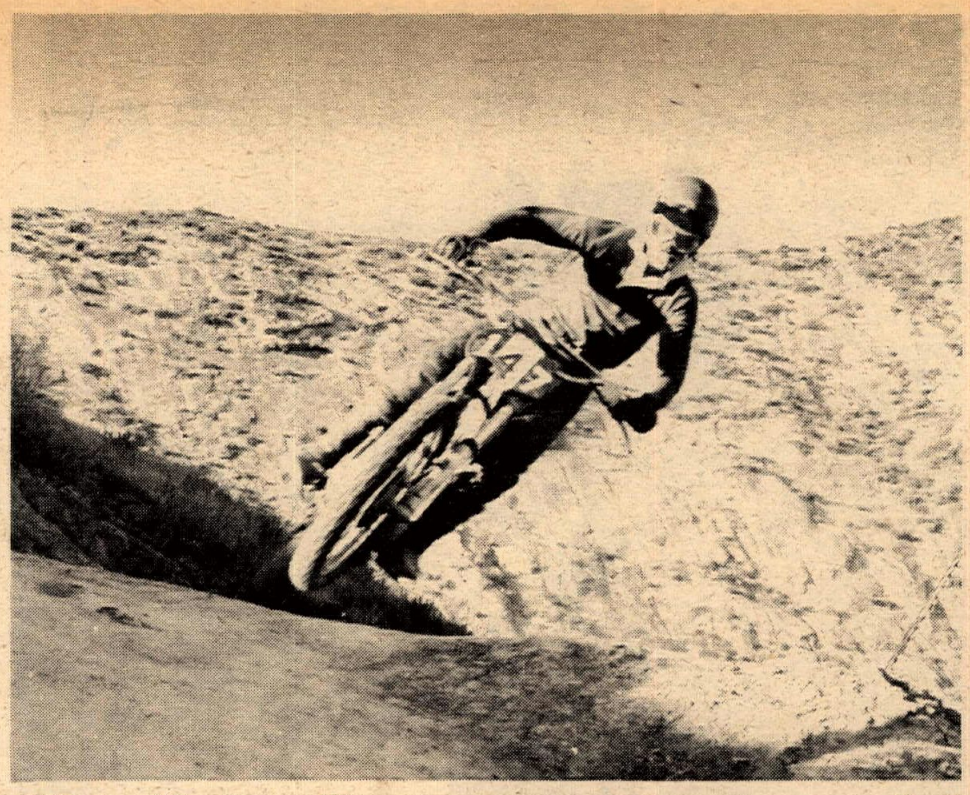

Left, setting up for Bay Mare turn. Above: "Wait'll I'm 12, you guys!"

Chaplin collects Bay Mare special

Photos by Jon Ojala

MOORPARK, CAL., March 14, 1971 — Gary Chaplin, six-month Expert from the quiet hamlet of Morro Bay, Calif., ventured south to Bay Mare Park today and bested a fine field of Senior motocrossers and take top honors in the All Seniors special race.

The 18-year-old Maico hotshoe from Dist. 35 found most of his competition from Rueben Benites (Hus) and Steve Scott (Bul).

Glenn Lund also aced Benites and Scott in the 250 Sr. go. Lund, riding a CZ out of Mid-Valley Cycles, was pressured continually by Scott, who this time finished second ahead of Benites. (Results on page 26)

ONTARIO EXHIBITION RACE

BSA and Triumph team riders will compete in a special exhibition four-lap road race at Onatrio Motor Speedway on Sunday, March 28th.

As many as seven of the fast three-cylinder machines that dominated the Daytona 200 mile National will compete in a first-time cycle event that will be held just prior to the start of the Questor Grand Prix car race.

Until this time no motorcycles have taken competition laps on the road course that will be used for the 200 mile AMA sanctioned National Championship in mid-October.

The riders Sunday will use the same course that will be used for the $50,000 national road race which will be the final AMA National of the year and most likely the event to decide the Grand National Championship title.

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POINT LAYS TRACK FOR A.M.X.T. BENEFIT

By DAve Brown
Photos by Bob Rasmussen

APPLE VALLEY, CAL., March 21, 1971 — 233 riders were greeted at Deadman's Point by an all new, improved, lengthened and widened track.

Russ Darnell stayed for the race on Sunday after his school on Saturday, and although he blew his gearbox in the first moto while leading, he enjoyed himself and was even heard to say that he felt, "Deadman's Point has the best-run and most well organized races in the United States!"

The 100-125 Intermediate/Senior combined saw some of the hot action of the day. Jim Hoover on his Sachs seemed to have an edge on most of the competition. Although he lost a footpeg in the first moto, he still went on for a second. Jim won the second moto and was leading the third when his gear box started acting up. Dirk Wambold (Yam) managed three bad starts but did some fantastic cat-up riding to capture first overall.

The 100 SEniors seems to go almost as fast as the 125's but they all played second to Frank Wilsford, Sr. Frank put three good motos together to capture top honors on his Hodaka, with Ed Irsik returning after an injury to take second on his Honda.

Jim Hoover, astride his CZ, and Rex Staten (Ossa) were having some fantastic battles in the 250-500 combined. Rex managed to keep his bike together in the second moto to outduel Jim for the win.

The see-saw battle through this race had all the spectators on their feet. Rex had bike problems in the first and third moto which put him back to third for the day. Jim Hoover was right on Russ' tail in the first moto when Russ dropped out, giving Jim the win.

The third moto saw Jim pull out to a good lead and never get challenged to take first 250 Senior for the day. George Spellman managed some steady placing on his Ossa to take second.

Mike Faulkner again stuck his Husky out in front of all the Intermediates and never look back, for a decisive first in the 250 Intermediate class. Charlie Smith was consstent on his Ossa to take second.

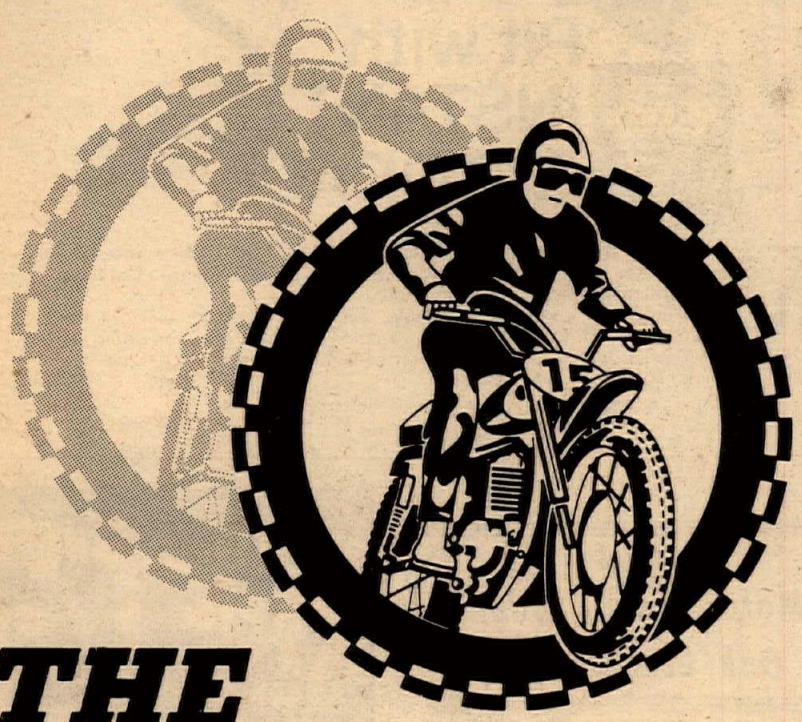
The 500 Intermediate class fell to Chuck Bybee aboard a big 400 Maico.

This was the AMXT Benefit race and a portion of the proceeds were turned over to Russ Darnell as the team representative by track promoter Bob Dresslar. This money, along with the money from the school, totaled about $375 donated to the American Moto-Cross Team.

The next race at the Point will be on April 4.

Russ Darnell pointed out a few hints in riding motocross in an AMXT benefit class on Saturday at the Point.

Russ Darnells's Saturday m-x school certainly made Sunday's races more artistic.



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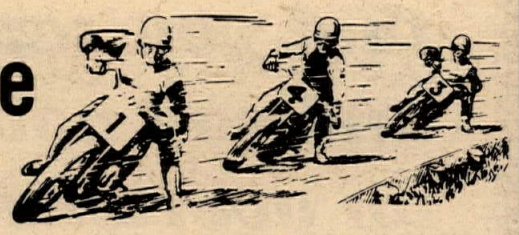

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SATURDAY 1:00 P.M. — Sportsman Moto-Cross. 125CC, 250CC. Open & Pro Class (any size bike) Trophies. Owyhee Motorcycle Club Grounds.

SATURDAY 8:00 P.M. — Sportsman 1/8th Mile Track — Under the lights. Sign up at 6:00. Race at 8:00 p.m. 125CC, 250CC, Open Class at Owyhee Club Grounds.

SUNDAY 9:00 A.M. — Observed Trials. Sign up 8:00 A.M. P.N.T.A. Sanctions. Owyhee Motorcycle Club Grounds.

SUNDAY 1:00 P.M. — 17th Annual AMA Sanction T.T. Races. Sign up 9:00 A.M. Time Trials 10:30 A.M. Races 1:00 P.M.

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LA PORTE, WEST CONQUER DUNES

By John Grout
Photo by Racing Photos

VALENCIA, CAL., March 21, 1971 – Danny LaPorte, the young whirlwind who just recently got bored with his future prospects as a mini-bike racer, today rode his fifth moto on the big Indian Dunes course and turned back a classy field of 100cc Juniors in a grandslam win effort.

Danny, who was seemingly never in trouble, led all three of the motos for his group from flag to flag. The youngster's lead in the second event as he turned the track in near record time for the class, was close to a half a mile in front of Danny Sanchez (Hod) and Bryan McLeod (Bul) who were running 2nd and 3rd behind the leader at the finish. Steve Pinneri (Hod) garnered a couple of thirds on the day's activities.

Jimmy West (Hus) did everything except pole vault over the tops of the distant mountains as he came from behind after dropping a first moto win to Bill Clements (Hus) to gain the overall victory among the Open Seniors...

Although the job was cut out for him, West opened the throttle slide to the complete stops and, while bouncing along the tops of the dirt banks and sailing full-bore from the front chute jumps, the red and silver racing machine was responsible for wins in the following class motos. Finishing in a tie for 2nd overall standings were Billy Clements and Tom Rapp on a "super-giant-of-a" 350cc Bultaco.

In what was probably the wildest battle of the afternoon, that of the 125cc Seniors, Bryar Holcomb on a Penton and Eddie Cole, astride a rapid Rickman, grabbed the center of the raceway to out-duel Jeff Wright (Ric) and Larry Shoemaker (Yam) during the running of the first moto for this bunch. However, that was not the way that the "overall" entered the record books.

Wright bounced right back to score back to back wins in the next two races, and he was the rider that walked from the pay window with the full pockets for his day's work. Shoemaker, who rides out of International Motorcycles in Canoga Park, was 2nd overall, while Eddie Cole and Jim Dawson were 3rd and 4th.

The Powder Puffs – as always a real crowd pleaser – were beaten three straight times by Janene Pennington (Yam), Cherry Stockton (Bul) and Charleen Higgsin (Sach) latched onto 3rd and 4th.

Leading the "Mature Motocrossers," the "Diggin' Dinosaurs," to the final wire, were: Nick "Stubs" McLeoad (Hus), Carl Casanova (Yam), Jim Harris (Ossa) and Ed Poore (Bul). The race for these gents is now a regular fixture at the old reservation, and their membership now numbers very near forty.

Division "B" of the 100cc Juniors was conquered by John McDonald (Kaw) as he caught hold of Bob Schwartz (Suz) during two of the three clashes.

Another sensational effort for the day was turned in by Suzuki-mounted Jeff Robertson in taming the Junior Open group. The young riding flash accounted for three straight wins, as he defeated Bruce Anderson (Hus) and Jim Chandler (Suz).

Tom Claire (Yam), Kevin Porter (DKW) and Ken Snyder (Bul) were the heavy winners in the 125 Junior classes.

The 250 Juniors were led by Ken Myers (Bul), Mark Cook (Bul), LeRoy Cushaway (C-Z), Steve Kohler (Mon), Mitch Leonard (C-Z) and Ellis Robertson (Yam).

Next Sunday will feature the Mini-Bike Grand Prix on the big motocross track at Indian Dunes.

(Results on page 26)

CYCLE WORLD SHOW DATES

The 11th annual International Custom Car, Motorcycle & Hot VW's show will be held April 15, 16, 17, 18 at the beautiful Los Angeles Sports Arena. Presented by the Tridents car club, Cycle World and Dune Buggies & Hot VW's magazines, the show will feature exciting new displays, exhibits, and accessories for every type of vehicle in the automotive and motorcycle world. You'll see a wild shortened VW made into a pickup. It looks like a cartoon vehicle that has been squeezed together between two trucks. See a world record-holding '69 Kawasaki and a Chevy-powered custom 3-wheel motorcycle.

The show will also have exciting side features at no cost such as Standels, Battle of the Bands and the wayout Wick light show. Mark it on your calendar.

Cycle News will be among the exhibitors, with free sample copies of past issues, and special Show-price subscriptions.

DAVE'S DOING IT AGAIN

"Dave's Motorcycle Show", May 7-8-9 is the outgrowth of L.A.'s first "Indoor Motorcycle Show". The first show was a success with the public; 3,300 people were impressed with the show in the 7 hours it was open.

The up-coming show is being expanded 20,000 square feet to include more motorcycle exhibits and such fun filled exhibits as Honda's Daytona films, Harley-Davidson's Bonneville films, and other motorcycle flics. It will again go at the Great Western Exhibit Center in East Los Angeles, Calif.

Any club or organization wishing to put on an exhibit promoting their form of motorcycling fun is urged to contact Dave/Bike Show, 6616 Holt Ave., L.A., Cal. 90056, or call (213) 641-8605.

Dave Rogers injures leg in freak accident

SIMI, CAL., March 21, 1971 – Dave Rodgers, currently one of Bultaco's hot hopes for the motocross circuit, suffered a badly injured leg in a freak accident near his home Saturday.

Rogers, who rides out of Steve's Van Nuys Cycle shop, was testing a machine which he intended to ride in Sunday's races at Indian Dunes – when he crested a small hill and met another rider heading at full bore in the opposite direction.

After undergoing knee surgery on Sunday, Rodgers is now at Simi Hospital. It is not known how long the popular young racer will be sidelined.

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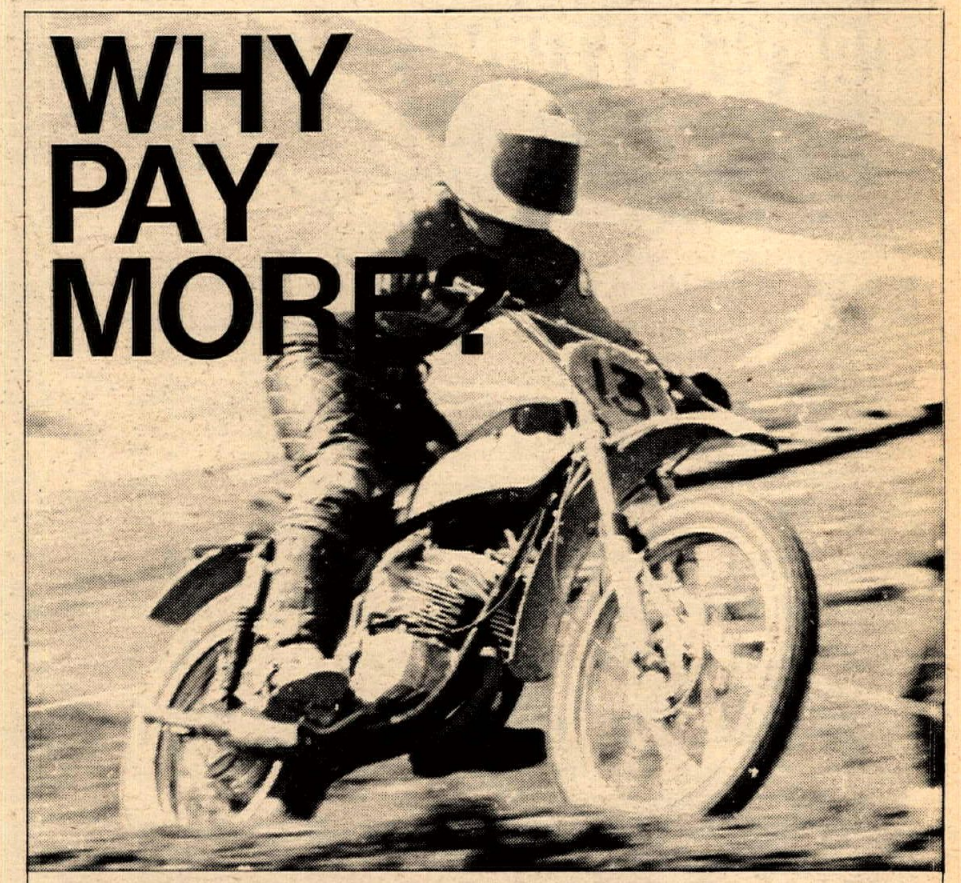

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Home Workshop

By Rod Breaker

ADJUSTING THE DOUBLE LEADING SHOE FRONT BRAKES

As I teach a class in Motorcycle Mechanics at the Norwalk-La Mirada Adult School, I receive many requests for information from my students that make me realize that the Owners and Riders Handbook sometimes leaves a lot to be desired when it comes to basic information that should be included for the rider's benefit.

One that was brought to my attention recently was the fact that none of the manuals specify how to adjust the linkage between the two brake levers on a double leading shoe front brake. As you probably know, your greatest stopping power on a regular front brake is with the leading shoe while the trailing shoe is just along for the ride by comparison.

Now that the machines are going faster and faster, the factory technicians have compensated for it by installing two cams in the brakes so that it provides the stopping power of two leading shoes. The only problem is that the rider doesn't really know if both shoes are contacting the drum or not and the only information he can obtain from the owners handbook is how to adjust the brake cable. As the rear cam lever is operated by the front cam lever and the front lever is operated by the cable, it means that if it is out of adjustment, one can stop the efficiency of the other by contacting the drum too soon.

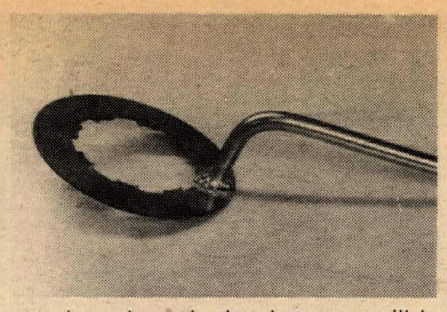
As it is a little tricky to adjust, I would recommend that you remove the wheel first and check the wear on the shoes first before attempting it. If after checking it out you feel that adjustment is needed, this is the proper procedure.

With the machine on the center stand, block up the front of it so that the front wheel is off the ground and free to spin by hand. Spin the wheel and back off the cable adjusting nut until the brake cannot be applied even though the hand lever is pulled all the way. Then loosen the lock nut on the brake lever connecting rod and back the rod off so as to push the levers apart. Again spinning the front wheel with one hand, run up the brake cable adjusting nut until a slight drag is felt on the front wheel. The important part here is to get the feel of the amount of drag that is on the wheel, remember to just run it up enough so that there is a slight drag, but the wheel will still spin. This means that the front shoe is beginning to contact the brake drum.

Now, again spinning the wheel, turn the brake connecting rod in so as pull the rear lever forward until a little more drag is felt on the wheel, in other words, the wheel should have the drag that means the same amount of brake is being applied by both the front and rear shoes. Now lock down the nut on the connecting rod and adjust the brake cable adjusting nut until you have the recommended 20 to 30mm play at the end of the lever on the handlebar before they start to grab and you are ready to roll. (Or stop as the case may be).

CLUTCH HUB HOLDING TOOL. Recently on these pages, I passed on the idea of making a clutch hub holding tool by making a locking device out of a driven plate and a driving plate by bolding them or welding them together and using engine compression or a support block under the piston when removing the clutch hub nut. This is a handy tool and works just fine, but what about the home mechanic who deson't have some old plates lying around? To go out and purchase new ones can run into some money. Here is another way out that can cut down the costs quite a bit.

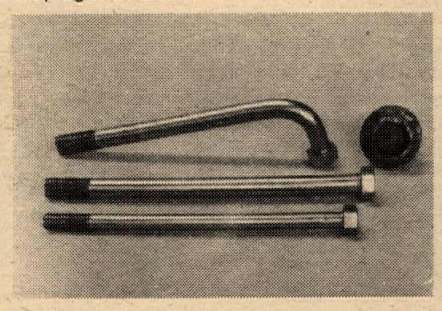
As most clutches have the clutch facing on the driving plates, (the plates that have the tangs that fit into the clutch hub are called the driving plates, the onew with the tangs that are on the inside to fit the clutch hub center are cllaed the driven plates) these are the most expensive while the plain steel ones are cheap cand can be converted into a holding tool by themselves. By taking one of these steel plates and welding a holding bar



onto it as shown in the photo, you will be able to hold it securely while working the nut. This tool is readlly handy in case you have already removed the top end including the piston. On the one pictured here, an old mirror arm was used as a lever. Any piece of stock will do, but it should be bent like shown to the tool will fit down into the clutch to get a good grip on the hub.

LARGE DIAMETER ALLEN SCREWS. Many German and Italian motorcycles have a habit of incorporating drain plugs, filler plugs and inspection plugs that require a very large allen wrench to remove. These are often included in the tool kit, but by the time the machine reaches the second or third owner, the tool kit has long since vanished. This means the rider is forced to use what he has at hand, more often than not large pliers or vice-grips, and the plug winds up looking like the one picutred here.

Shown in the photo is a very simple and cheap tool that will do the job easily and is no hassle to make. As these plugs are usually either of the 12mm or the 14mm size, go to any motorcycle shop and purchase a long 8mm bolt with the proper size head to fit the hole in the plug on your machine. Clamp the head in a vice and put a right angle bend in the bolt as close to the head as you can lik the one shown, this may now be used to remove the plug with ease.



"ON ANY SUNDAY"

(Continued from page 5)

Last Thursday night the motorcycle press attended a short, 16-minute introduction of what will be a full length, documentary film on motorcycle competition made by Bruce Brown Films. What we viewed was something only the motorcycle enthusiast could fully appreciate.

Anybody who has seen Brown's "Endless Summer" epic knows his touch with a motion picture camera. His productions have a flavor all their own, a flavor every viewer enjoys. Thursday night, we got to "lick the bowl", so to speak while viewing the promotion release of "On Any Sunday," and we came out craving for more.

"I hope you don't get too critical of it," Brown said during his introduction. "It was hastily put together to show the movie theater owners in Iowa, who don't know anything about motorcycle competition, what the film will basically be about."

If that was a plea not to be too cynical about the footage to be seen, then it should have been left unsaid, because, if technical errors were there, even the second viewing never showed them.

Just seeing a small fraction of approximately 150 hours of actual filming made the impact of what is to come on June 30 at the Hollywood premier immediately felt.

There was Mert Lawwill, walking down a pedestrian-filled sidewalk. In his dark suit, he looked like any other young businessman on the way to the office. "Mert is not a banker,...but he is a professional. Mert's profession is motorcycle racing." Splash!

Down the straight-away during a half-mile race,Mert, decked in his orange, white and black racing leathers, is leading the pack into turn one. Taking the curve, his Harley starts sending up an incredible rooster-tail while going into a full, power-locked slide. "Ooohs," and "Aaahs" can be heard from the approximately 50 persons on hand to witness this showing.

Brown's film doesn't let up. It is spiced with humor, tragedy, and rare moments of history. The time and effort really shows — from ice racing in Quebec, Canada, to the Salt Flats near Bonneville, Utah; Brown and his camera crews were on hand filming incredible footage in unbelievable color.

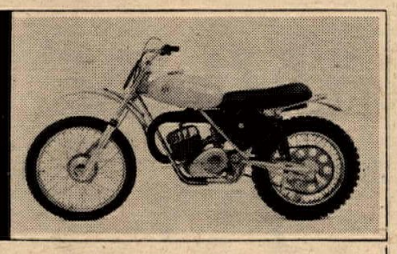
In a few minutes, Brown's film dashes all those years of disappointed waiting.

For a few minutes, we saw all that "The Endless Summer" had to offer, and more.

For a few minutes, we saw motorcycle competition through Bruce Brown's eyes, a view we never knew existed; we saw racing as if for the first time.

The minutes went by so fast they seemed like only a few moments. What we have to look forward to is 90 to 100 minutes of not more of the same, but better. That viewing will make the thousands of minutes until June 30, 1971, seem unbearable. The waiting is one feeling I wouldn't wish on anybody; so, in a way, those who missed it are kind of lucky. To you, June 30 doesn't seem like centuries away.

CONVERSATION PIECE



This conversation was overheard at the start of the recent Desert M.C. Hare & Hound (in spite of the high wind).

HI, HOW LONG HAVE YOU HAD AN AMATEUR PLATE?

Only 3 weeks, but the way I'm scooping up points I'll make Expert by mid-summer.

GOOD FOR YOU, BUT WHAT'S GOT INTO YOU SO SUDDEN?

Well, I was determined to get a European bike. I finally decided on this Ajay just before Christmas.

YEAH, I'VE SEEN A FEW AROUND LATELY. HOW IS IT?

Man, I love it. You haven't experienced good handling till you've raced an AJS.

YOU COULD BE RIGHT. ONE ZAPPED ME IN SOME WHOOP-DE-DOOS LAST WEEK AS IF I WAS STANDING STILL. YEAH BUT I CAUGHT HIM ACROSS THE DRY LAKE – WENT PAST THAT LITTLE ORANGE SCOOTER LIKE A DOSE OF SALTS. MADE ME 'N MY OLE 400 FEEL A LITTLE BETTER.

You realize that Ajay guy was on a 250 don't you? Anyhow, he could probably pull a taller gear if only he knew. I'm 4 teeth higher than the stock 57 which gives me over 70 down a Fire Road. Heard Doug Douglas used a 48 when he did that crazy run down Baja.

IS THAT SO? THAT WAS A DOGGONE GOOD EFFORT FOR A 4 SPEED 250 IF YOU ASK ME. HOW IS THE TRANS ANYWAY?

It seems really tough so far and the all metal clutch will take any abuse. The thing I like best though is the neat action of the shift.

YEAH, I MUST ADMIT I HAVE TO PUMP MY LEVER QUITE A BIT.

The Distributors are giving a new Ajay to the first Ajay rider to win a big Desert Run. That shows they're really taking an interest although I don't suppose it will be me who takes 'em up on the offer.

DON'T BE SO MODEST!

No seriously, their idea isn't so weird because George Zuber and Whitey Gregory are getting pretty close.

WELL, I'D LIKE TO SEE A NEW BIKE GIVE THE ACES A SCARE.

AND HE WILL . . . . . .

AJS HANDLES HARE AND HOUNDS BETTER!

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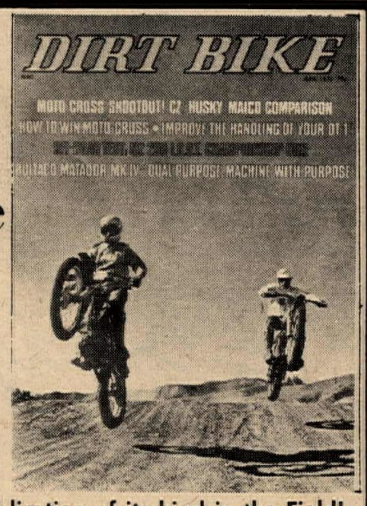

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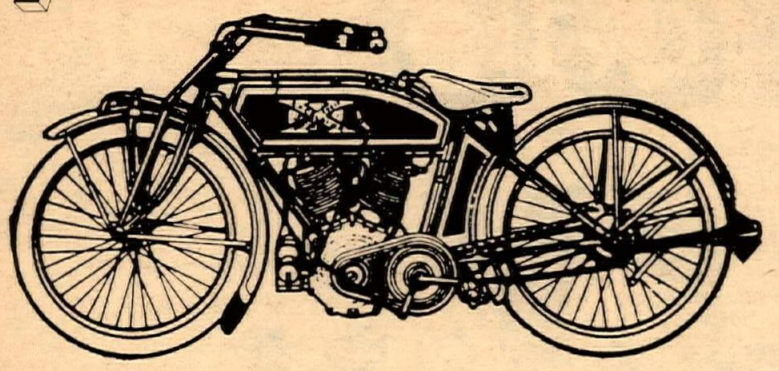
Cycle News



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NEW PORT FREEWAY SOUTH TO COSTA MESA, TURN RIGHT ON FAIR DRIVE.

scramblin' around

By Maureen Lee

Daytona was triumph and tragedy this year, unfortunately. Outsiders don't understand how racers of any kind carry on when a comrade goes down, but we mourn our own in our own way. Death is part of the racing scene and we learn to live with it, all of us.

How about Bugs Mann! That just had to be the best day of his life, he even wore a little smile now and then (Dick is an absolute pessimist although sometimes you do see a small twinkle in his eye) and there he was, two years in a row in the winner's circle. Maybe some of you youngsters will start having proper respect for those "over thirty" who are deemed too old to do anything. Ha! Ride against Bugs, Jeff Smith or Dave Bickers in a motocross and you'll be firmly put in your place; the older generation isn't down the tube yet! So, if you're a teenage hotshoe, start taking care of yourself if you want to be around racing for a while. Experience counts.

Cycle News will keep you posted on when Wide World of Sport will show the Elsinore Grand Prix. Don't miss it. The chap who had the camera strapped to his helmet for a full lap of the course was Canada's Bryan Shannon, and being top-heavy he wobbled around a bit in that rock wash. "Scared me," he says, but being a top motocrosser he didn't fall and lose ABC a camera.

Mike Vancil has requested I do a column on flagmen at a race. Glad to oblige. If you've ever done a good one, you know how important the flagman is when you're laying there, can't get up and you can hear the pack approaching. From experience, I know it's scary!

If you assume the position of a flagman at a race, remember your duty to the guys riding. They rely on you to get them through a corner safely if a pileup or crash has occurred that they haven't seen. Move down away from the incident, and display your flag clearly, don't start waving it around wildly or making hand gestures unless you can clearly show the on-coming horde that they must go the inside or outside of the curve. Don't attempt to help the fallen rider until everyone is safely by and no one else is coming. Let someone else do that.

A flaggers meeting should be held before every race so that everyone clearly understands what the signals are, especially if you have to call the ambulance. Usually it's waving the flag over your head, and make sure the ambulance crew know the signal, too. We went to a race once where someone was waving frantically for the meat wagon, which din't move because they were a new crew to racing and no one had told them that a waved flag meant, "git."

Unless using it, keep your flag furled and don't make gestures with it. There's nothing so disconcerting to a rider then flying into a turn to catch a glimpse of a flag and wonder if the flagman meant the signal or not. A flag is not a play toy even if you are bored with the hours you've spent on that turn. Sometimes youngsters are pressed into service as flagmen and generally do very well. One day, just as everyone crossed the wire, way off in the distance everyone could see a flag waving around and being thrown in the air. Needless to say, everyone, including the ambulance, moved. We figured for sure one of the late runners had landed in the boulders. There stands an eight year old, "Just playing with it," he said "The race is over, isn't it?" He was quickly informed of his responsibilities!

It is hard to be a good starter, but impress on the riders right off the bat that you are in command, and demand that from them. If someone makes a jump, blackflag and line 'em up again. Once they find you can't be bamboozled, and don't think they won't try, you won't have so much trouble. One of the hardest days I ever spent was starting a scramble, I had the 500 Experts back on the line three times and finally had their little paws on their helmets to get them off only to find out they were doing it for fun. The hand on the helmet stopped the foolishness, though.

If you are handling the checkered and the white and black flags, make sure they are clearly displayed. We've seen flaggers with all kinds of fancy girations as they wave the checkered. But, if you're all tucked in howling down the straight and the flagger is a couple of feet in the air waving the flag over his head all fancy like, you won't even see it. It's also distressing to suddenly see the checkered when you thought you had another lap or so to go because you didn't see the white. So hop around if you must, but be sure the rider really sees the signal.

A tip of the helmet to the Simi Valley M.C. All their members are now required to use silencers. A step in the right direction!

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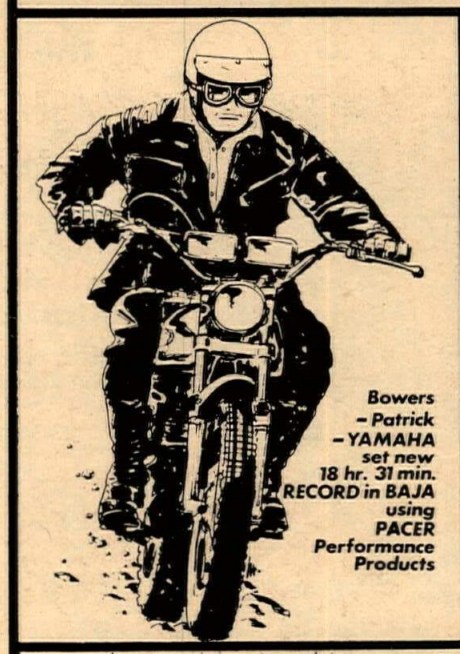

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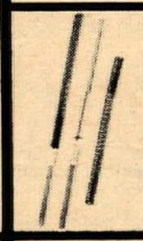

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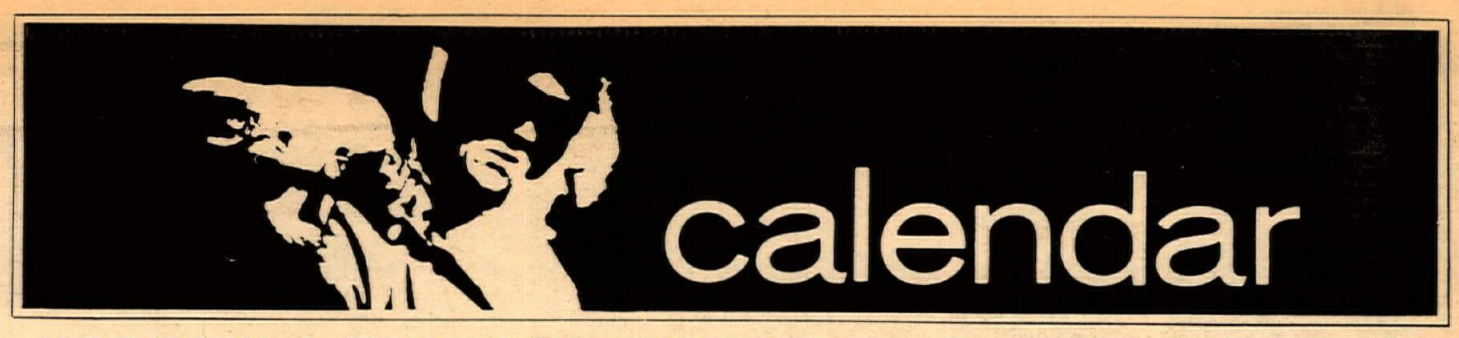


THUR.-SAT., APR. 1-3

TRIPLEHEADER at Ascot Park, Gardena. Motocross Thursday night, Half-Mile Friday night and 100-Lap TT on Saturday night. Info: 213/323-9710.

SATURDAY, APR. 3

HALF-MILE M/C and Car races at Almeda Speedway, 5 mi. S. of Astrodome on Almeda Rd., Houston, Tex. M/C at 7:30 p.m., mini-stocks at 9:30. $2.50 admission, children (3-12) 75 cents. Info: 713/529-3105.

SAT. & SUN., APR. 3-4

MOTOCROSS by Dirt Diggers North at Hangtown in Plymouth, Cal. $4000 in cash/merchandise. Sr. $10 mail to Box 699, Loomis, Cal. 95650 closes Mar. 24; post $15. Jr. $5 mail, $7 post. Jr. ride Sat. and top riders transfer to Sun. with Sr. 125/250/Open/Dinosaur/Sidehacks. Camping OK, bring water. MX school on Fri. Info: (916) 652-7800.

PONDEROSA HARE SCRAMBLES by Grehounds M.C., starts 15 mi. E. of Lancaster on Ave. "J". 10 a.m. start. 40% trophies to trail, 125 and Open plus contingencies. Info: (213) 367-2907.

SUNDAY, APR. 4

CMC MOTOCROSS at Osteen's Bike Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes 5 days before event. $10 post. Signup closes at 9:30, race at 10.

EUROPEAN SCRAMBLES by High Siders M.C. limed from N. Jefferson St. Overpass on Interstate 10, Indio, Cal. $3 post entry. Signup & pract. 8-9:45, race at 10. Benefit for Angel View Crippled Children's Hospital. Info: (714) 347-6588.

TT & FLAT TRACK, plus 50-lapper, at Trojan Speedway, South Gate, Cal. Gates open at 1 p.m., signup closes at 2:30, race at 3. 40% gate to Sr., trophies to Jr. $5 entry fee for 50-lapper. For 50-lapper displacement and Info: 213/862-0229.

HARE & HOUND by Knight's M.C., 15 mi. E. of Elko, Nev., on I 80 (US 40), take Rydon Exit to Hidden Valley Dude Ranch. $10 entry, $250 prize to first overall. $5 entry for 125 Jrs. Camping and hotel rooms available. Info: (702) 738-7829.

GRAND PRIX by Cliffhanger M.C. limed from San Jacinto, Cal. $10 mail entry to Box 2024, Hemet, Cal. 92343 on standard Dist. 37 entry blanks with 2 self-addressed, stamped envelopes. $20 post. All bikes must be in impound area by midnight, Apr. 3. Camping available.

TT RACES by HRA at 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate. Free overnight camping OK.

ENDURO by Ridge Runners M.C. with start at Harvey West club house in Santa Cruz. Approx. 120 mi. All machines must be street legal as course is combined street and trail; trials tires recommended. First rider out at 8:01. $5 mail entry to Road Runners M.C., Box 121, East Santa Cruz, closes March 28. $10 post. Limited to 750 riders. AMA sanct.

MOTOCROSS by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. $3 post entry only; HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate.

ACA CHALLENGER ROAD RACE at Willow Springs. $8 mail entry (plus $1 for each additional class or machine) to 106 No. Claudina Suite 312, Anaheim, Cal. 92805 closes Apr. 2. $15 post. $2 gate. All Jr/Sr. GP/Prod. classes. Pits open at 8, race at 10:30. Info: 714/774-3222.

TT RACES by Hi Boots M.C. at Dehesa. AMA sanct. Dist. 38 pts. 125/250/Open — Nov/Jr/Ex. Trophies only. AMA and Sports Committee card required.

HARE SCRAMBLES by Tracy M.C. at Carnegie Cycle Park. Signup at 9, race at 11. Info: 415/581-1256, 447-9027.

ENDURO II by CERA, limed from Fwy. & Lenwood Offramp S. of Barstow, Calif. A, B & C riders; Trail/Ltwt./Hywt. $6 entry, $5 for CERA members, add $1 per rider for teams (3 riders) and mail together to CERA, Box 2102, Cypress, Calif., 90630; include 2 self-addressed stamped legal-sized envelopes. Drawing Mar. 29 at 6161 Lincoln Ave., Buena Park (rear) at 8 p.m. $7 post.

HARE SCRAMBLES by Buzzards M.C., limed from 4 Corners (Hwys 58 & 395). AMA sanct., Dist. 37 pts. Jr/Ex. leave at 10, Nov. at 10:15. $3.25 entry.

TT RACES by Nomads M.C., 2 mi. E. of Sierra Vista, Ariz. $2 entry; practice at 9:30, race at 11. 100/125/250/Open/Minis — no rear knobbies. Info: 602/458-4026.

CROSS COUNTRY by Cascade M.C. on Hwy 20, 20 mi. E. of Bend, Ore. $6 post entry only. 125/250/Open. Riders meet at 11:30, race at noon. Gas for remote gas check needed. 70 miles. Info: 503/382-5344.

POKER RUN by Stockton Golden Eagles M.C. starts at Baborer's Union Hall, 2541 Myrtle St. in Stockton, Cal. Signup 9-11, deadline 3. Dance Sat. night. $2 entry fee, trophies. Info: 209/463-3580, 466-3356.

MINI BIKE RACES by AMRA Mini Bike Assn. at Indian Dunes. Info: 805/259-8000.

MOTOCROSS by Bay Mare Racing Assn. at Bay Mare Park; Ventura Fwy, rt. on Fillmore Fwy. to Moorpark, W. on 118, 4 mi. to Balcom Canyon Rd., follow signs. Cash & trophies. $5 mail entry sent by Thursday prior to race; $7 post. Riders free at gate. $2 admission, under 12 free. Info: 805/529-1872, 213/883-8811.

MOTOCROSS by Jackalopes M.C., 2 mi. S. of Taos, N.M., on Hwy 64, turn at Miller's Airport and follow signs. Mail $2 entry to J.M.C., Box 207, El Prado, N. Mex., 87529; $3 post. Signup & pract. 9-11:30, race at noon. Ex/Nov. — 1/8th mi. dirt drags, wheelie contest. Info: 505/758-2117.

MOTOCROSS at Daroga Park, follow Hwy 2 N. of Wenatchee, Wash., to Orondo, take 151 6 mi. N. to park. Race at 11. 125/175/250/Open/14 & under with 125 limit.

SPORTSMAN SCRAMBLES by Oregon Sidewinders M.C. at club's track, East of SE 82nd Dr. on Lawnfield Rd., near Clackamas, Ore. Beginners 100 — Jrs. 100/200/250/500/Open. Race at 1. Info: write D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045 or phone track 503/659-1022.

THURSDAY, APR. 8

FIRE, POLICE DAY at Saddleback Park for family and friends. Organized games, picnic grounds. Discount with ID; bike rental w/$30 deposit. Info: (714) 639-5832.

SAT. & SUN., APR. 10-11

WILD M/C WEEKEND by Owyhee M.C. in Boise, Idaho, follow signs from the North End of Harrison Blvd. AMA sanctioned events. Signup for Sat. 50-mile Hare Scrambles at 6:30 a.m., race at 7:30 at Little Gem Cycle Park. Sportsman Motocross at 1 p.m. at Owyhee M.C. Grounds. Sportsman 1/8th mile track under lights at the club grounds begins at 8 (signup at 6). Sunday: PNTA sanct. Trials at club grounds begins at 9 (signup at 8) and 17th Annual TT races at 1 p.m. with signup at 9 and time trials at 10:30. Info: (208) 344-7741, 345-2975.

SUNDAY, APR. 11

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes 5 days before event. $10 post. Signup closes at 9:30, race at 10.

Club Guide

NEW

DISTRICT 27

HILL & GULLY M.C. — P.O. Box 16, Kiona, Washington 99340.

SANDSHIFTERS M.C. — P.O. Box 16, Kiona, Washington 99340. 586-1344.

DISTRICT 35

SPROCKET M.C. — P.O. Box 6132, Bakersfield, California 93305.

ORGANIZATIONS

AMARILLO M.C. RACING — P.O. Box 7105, Amarillo, Texas 79109.

AMERICAN MOTOCROSS TEAM — P.O. Box 3276, Hollywood, Calif. 90028.

CALIF. ENDURO RIDERS ASSN. — P.O. Box 2102, Cypress, Calif. 90630.

McPHERSON M.C. ASSN — 417 E. Olive, McPherson, Kansas 67460. 842-1435.

TRAIL BIKE SPORTSMEN ASSN. — Diablo Chapter, P.O. Box 23202, Pleasant Hill, California 94523. 415/527-4747, 845-8500.

TRAIL BIKE SPORTSMEN ASSN. — Mother Lode Chapter, Station A, Box 103, Auburn, California.

YUMA M.C. SPORTS ASSN. — c/o R.S. Plaisano, 1045 La Casita, Yuma, Arizona 85364.

DELETIONS

(Note: The addresses for the following Clubs listed below are no longer correct. The club has either disbanded or has not notified Cycle News of a new mailing address...Ed)

DISTRICT 37

CALIM JUMPERS M.C. — 21217 Sherman Way, Canoga Park, Calif. 91303.

CRUISERS M.C. — 16841 Lynn St., Huntington Beach, Calif.

DESERT CHALLENGERS M.C. — P.O. Box 741, Apple Valley, Calif. 92307.

ROAD KINGS & QUEENS M.C. — 4762 Mission Blvd., Ontario, Calif.

ROUGH RIDERS M.C. — P.O. Box 516, Paramount, Calif.

SILVER EAGLES M.C. — 7615 102nd S. Vermont, Los Angeles, Calif. 90041.

VENTURA & SANTA BARBARA COAST RIDERS — 1346 W. Poplar St., Oxnard, Calif.

VICTORY McLAGLAN MOTOR CORP. — 4853 W. 131st St., Hawthorne, Calif.

DISTRICT 38

EL CAJON M.C. — 1456 N. Magnolia, El Cajon, Calif. 92021.

HI BOOTS M.C. — 402 63rd St. Sp. 222, San Diego, Calif. 92114.

AMA SANCTIONED • DISTRICT 37 POINTS

MOTO-CROSS

MARCH 28, 1971

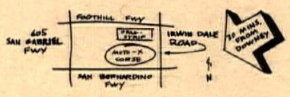
by

JACKRABBITS MC

ALL NEW VIRGIN CORSE

..NEVER BEFORE RACED ON • LOCATED AT EASY TO REACH ..

IRWINDALE RACEWAY home of the famous drag strip



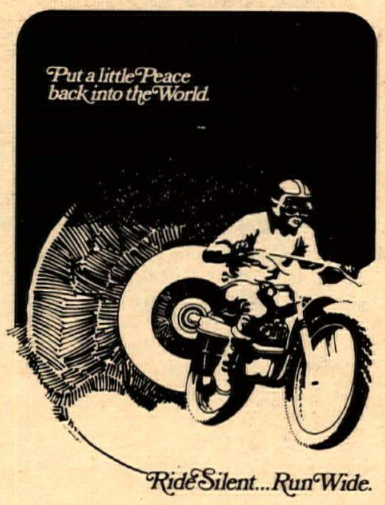
Contingency awards from Torco Oil & Champion Spark Plugs to all class winners.

MARCH 28

AMA SANCTIONED • DISTRICT 37 POINTS

MOTO-CROSS

MARCH 28, 1971



HANGTOWN 71 is BOSS

TROPHY PICK UP

Your trophy pick-up $1.00 per week. Send to Cycle News.

THURSDAY, MAR. 25 or THURS., APRIL 1. Trophies for the San Gabriel Valley Motorcycle Club, February 14 moto-x may be picked up at the club meeting hall, 5443 N. Peck Rd., El Monte, at 8:00 p.m. on Thursday, March 25 or Thursday, April 1.

MARCH 28, 1971
Trophies from Lost Coyotes European Scrambles Jan. 24 may be picked up at Victors Hare 'n Hound, March 28. If you cannot get to the Coyotes pits then, please arrange to have someone get it for you.

american
cycle
association
Road Race presents
April 4—Willow Springs
Road Race—MX
April 18—Carlsbad Raceway
Half Mile & TT
April 18—Southbay Speedway
Motocross
April 25—Saddleback Park
Half Mile & TT
April 25—Southbay Speedway
For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA

NEW RIDERS, THE FIRST TIME OUT, ARE NOT CHARGED POST ENTRY.

ALL JR. GRAND MOTOCROSS
BAY MARE

SAT., MAR. 27

100 CC — NEVER RACED
100 CC — 5 RACES OR LESS
100 CC — JR. CLASS
125 CC — NEVER RACED
125 CC — 5 RACES OR LESS
125 CC — JR. CLASS

SUN., MAR. 28

250 CC — NEVER RACED
250 CC — 5 RACES OR LESS
250 CC — JR. CLASS
500 CC — NEVER RACED
500 CC — 5 RACES OR LESS
500 CC — JR. CLASS

SAFETY — LIMITED RIDERS PER MOTO — FOR RIDERS WHO HAVE NEVER RACED — **SAFETY**

RACE 9:30 A.M. - SIGN UP BEFORE 9:00 - PRACTICE 7:30-9:00

MAIL ENTRY $5.00 [MAIL BY WED., MARCH 24] — POST ENTRY $7.00 NO GATE FEE FOR RIDERS
GENERAL ADMISSION $2.00 — KIDS UNDER 12 FREE

LARGE TROPHIES & PRIZES:
Plus: Cycle News Subscriptions or T-Shirts

- TORSTEN HALLMAN BOOTS & GLOVES
- CHAMPION HELMETS
- CHAMPION GOLD-PALLADIUM SPARK PLUGS
- JOFA MOUTH PROTECTORS
- BARDAHL 2-STROKE OIL

Valvoline Oil.

BAY MARE RACING ASSOC., P.O. BOX 371, SOMIS, CALIFORNIA 93066
INFORMATION — (805) 529-1872 OR (213) 883-8811

VENTURA FREEWAY TO THOUSAND OAKS, RIGHT ON FILLMORE FREEWAY TO MOORPARK, WEST ON HIGHWAY 118, 4 MILES TO BALCOM CANYON ROAD — THEN FOLLOW RACE SIGNS TO BAY MARE

RESULTS

SCRAMBLES
Hayward, Calif.
March 14, 1971
By Bill Spencer

100 NOV.
Bill McDonnell Bul
Gary Gschopf Suz
Alan Anson Hod
125 NOV.
Hugh O'Neill Yam
Jim Coates Met
Bob Jensen Sac
125 JR/EX.
Rick Hocking Hod
Bill Scarlett Bul
175 NOV.
Al Edwards Yam
George Cayssials Yam
250 NOV.
Bob Whitaker CZ
Jim Peter Bul
Frank Mendoza Bul
250 JR.
Nick Nazzisi Hus
Norm McFadden Gre
Rich Porter AJS
250 EX.
Jim Saitone Mai
Larry Drew Bul
Gary Comphel Bul
OPEN NOV.
Bill Hardesty Mai
Jerry Lozier Bul
Lynn King Bul
OPEN JR/EX.
Jim Saitone Mai
Ken Carli Mai
Gary Greiner Bul

CROWLEY
MOTORSPORT PARK
March 14, 1971
By Dodie Stingley

100 BEGINNERS CL.
Bobby Pinkard Bul
Ronnie Shoecraft Hod
Kyle Crowley Yam
125 JR.
Murry Adams Puc
Mike Crowley Bul
Ronnie Williams Yam
125 SR.
Sam Menefee Pen
Ole Finstad Pen
Jeff Kring Pen
250 JR.
Richard Peck Bul
Jerry Boren Yam
Don Hunt Bul
250 SR.
David Musick Mai
Anthony Jones Hus
Joe Rachel Mon
500-OPEN JR.
Dickey Nowell Mon
Billy Weise Hus
Phil Oliver Hus
500-OPEN SR.
Wyman Priddy Hus
Phil Snipes CZ
Don Osborne Mai

MOTOCROSS
Carnegie Cycle Park
March 14, 1971
By. C. L. Cameron

0-125cc NOVICE
David Scott Mai
W. Azevedo Sac
Dale Yarbrough Hod
0-125 AM.
Joel Krick Bul
Kim Jorgensen Suz
251-OPEN NOV.
Bruce Bowman CZ
Ed Willems CZ
125-250 NOV.
Frank Tabor Yam
Tom Sheehan Mai
Don Sanders CZ
126-250 AM/EX.
Russ Powell Bul
Dale James Bul
Al Gamahon Yam
251-OPEN EX.
Russ Powell Bul
Mark Muscio Bul

SCRAMBLES
Oregon Sidewinders
March 14, 1971
By N.A. Williams

100cc TROPHY DAY
Jim Curtis Bul
A MAIN
Bill Ehrens Kaw
Jim Curtis Bul
Tom Street Hon
B MAIN
Dennis Reed Kaw
Gary Fisher Kaw
C MAIN
Steve Eason Kaw
200cc MOTOCROSS
Phil Whiting Bul
Frank Walkea Yam
Rupert Dykstra Kaw
250cc TROPHY DASH
Bill Cook Mai
A MAIN
Robby Ohge Mon
Don James A-E
Jan Potter Oss
B MAIN
Keith Dunn Kaw
Larry Verdoorn Bul
C MAIN
Al Gibson Bul
500cc TROPHY DASH
Ray Crawford Suz
A MAIN
Ray Crawford Suz
Richard Clay Hon
Gene Clark Mai
B MAIN
Howard Bushman BSA
Jim Fish CZ

TROJAN SPEEDWAY
(OFFICIAL)
South Gate, Cal.
March 19th, 1971
By Art Loya

100 TT
Tom Doty Hon
Kirk Redding Kaw
Bob Sanders Kaw
100 FT
Kirk Redding Kaw
Chuck Fruchey Kaw
Rich Hutchins H-E
125 TT
Greg Cunningham Yam
Tom Doty Hon
John Doyan Yam
125 FT
Bob Sanders Kaw
Tom Doty Hon
Rick Kouns Bul
250 TT
Mike Arrombide Oss
Greg Cunningham Yam
Dale Hopkins Bul
250 FT
Mike Hannon Bul
Dennis Creason Bul
Rick Goade Bul
100 TT T.D.
Kirk Redding Kaw
250 TT T.D.
Dennis Creason Bul
100 FT T.D.
Bob Sanders Kaw
125 FT T.D.
Bob Sanders Kaw
250 FT T.D.
Mike Hannon Bul

MOTOCROSS
Polka Dots M.C.
March 14, 1971
By Frank Showers, Jr.

100 NOVICE
Lucky Kirby H-D
Jon Boyette Suz
Joe Elkins Yam
Bob Bohannon Hon
125 NOVICE DIV. I
B. Green Sac
K. Wiggans Pen
J. Woodland Sac
125 NOV. DIV. II
D. Turner Sac
D. Jester Sac
S. Sands Bul
125 NOV. DIV. III
R. Clemett Pen
E. Ridenour Sac
Bert Noble A-E
125 JR/EX.
K. Jorgensen Bul
K. Gerard Yam
K. Henry Sac
250 NOV. DIV. I
D. Buckmaster Hus
J. Younger Hus
L. Athawas Mon
R. Roskie AJS
250 NOV. DIV. II
T. Walton AJS
F. Manning CZ
B. Cooper CZ
J. Houtermans Bul
250 NOV. DIV. III
G. Johnson CZ
T. Vohland Hus
D. Derrer Hus
B. Green Oss
250 JR.
B. Daprato Hus
Ed Rosman Bul
R. Atkinson Hus
250 EX.
D. Longcor CZ
J. Miller Bul
G. Hubbs CZ
OPEN NOV. DIV. I
G. Pierson Hus
R. Harvey Hus
E. Peterson Hus
OPEN NOV. DIV. II
R. Bungay Mai
C. Riley Hus
L. Wallace Hus
OPEN JR/EX.
C. Crank CZ
D. Thompson BSA
C. Holland Hus

MOTOCROSS
Bay Mare Park
Moorpark, Cal.
March 14, 1971

100cc JR.
Jon Hagar Hon
Matt Bilton Hon
Leonard Liston Hon
Eric Austad Bul
125cc JR. DIV. I
Larry Robertson DKW
Danny Wade —
Jim Hale —
Jim Jones Yam
Jim Crook Sac
125cc JR. DIV. II
Steve Hoeller Bul
Brett Chapman Yam
Gary Huber Yam
Mark O'Neil Bul
125cc SR.
Ron Rakisits Yam
Danny Waoe Sac
Steve Armstrong Yam
Jim Hale Bul
Paul Carden Yam
250cc JR. DIV. I
William Fagan CZ
Andy Lopez Bul
Dick Parker Hus
Fred Roberts CZ
250cc JR. DIV. II
Steve Oliver
Tom Slacle
Mel Vaughan
Dan Spaethe
250 SR.
Glenn Lund CZ
Steve Scott Bul
Rueben Benites Hus
Skip Kreps Bul
500 OPEN
Louie Lima Hus
Gary Drahow Mon
Lorenzo Garley CZ
Bill Ring CZ
ALL SPECIAL
Gary Chaplin Mai
Rueben Beneites Hus
Steve Scott Bul
Skip Kreps Bul

AMA NATIONAL POINTS STANDING AFTER DAYTONA

1.	Jim Odom	189
2.	Dick Mann	183
3.	Gene Romero	147
4.	Dave Aldana	123
5.	Chuck Palmgren	104
6.	Dallas Baker	89
7.	John Hateley	86
8.	Don Emde	82
9.	Skip Van Leeuwen	74
	Mark Brelsford	74
	Roger Reiman	74
12.	Charlie Chapple	67
13.	Keith Mashburn	61
	Dave Hansen	61
15.	Rex Beauchamp	56
	Jess Thomas	56
17.	Jim Rice	52
	Tom Rockwood	52
19.	Mert Lawwill	49
	Dan Haaby	49
	Dave Smith	49
22.	Wayne Hosaka	46
	Kel Carruthers	46
24.	Dusty Coppage	43
	Frank Camillieri	43
26.	Martin Carney	40
27.	Frank Gillespi	37
	James Dunn	37
29.	Paul Bostrom	34
	Fred Gunter	34
31.	Cliff Carr	31
32.	Don Castro	28
33.	Bill Manley	25
34.	Rick Deane	19
35.	Ron Widman	16

PITS TRIALS
Hollister, Cal.
March 14, 1971
By Lyn Lyon

EXPERT
Lane Leavitt 7
Paul Olliges 10
Richard Hood 11
AMATEUR
Bob Bertucci 33
Paul Willett 40
Richard Proctor 44
A NOVICE
Robert Woods 55
Bill Borger 59
Wayne James 60
Steve Muscatell 62
Jex Backstrom 66
B NOVICE
William Marx 60
Archie Wayman 79
C NOVICE
Norman Ashwood 81
John Widdoes 138
LADIES
Kathy Jones 90

MOTOCROSS
Tijuana, Baja Cal., Mex.
March 14, 1971
By Daniel Mata *Tied

125cc
Herb Shear Bul
Rob Norgaard Zun
Jim Leesey* Yam
Bert Shear* Hod
175cc
Rob Norgaard Zun
Steve Parson Yam
Gary Strickland Yam
250cc
Mike Stephenson CZ
Bob Day CZ
Scott Snapp Mon
500cc
Tom Omelina Hus
Mike Stephenson CZ
Ralph Avehart Mai
OPEN
Mike Stephenson CZ
Tom Omelina Hus
Antonia Cecna Kaw

INDOOR SHORT TRACK
Monroe, Wash.
March 14, 1971 (P)
By Linda Fleming

250cc EX. A
Steve Baker Yam
Randy Skiver Hon
Duane Hendrickson Mai
125cc EX. A
Todd Dearinger Hod
Duane Hendrickson Mai
Dean Sukraw Yam
250cc NOVICE A
Doug Coughtry, Sr.
Chuck Laffler
125cc NOVICE A
Perry Tonsgard
Bruce Scott
MINI-A
Butch Brown

TT SCRAMBLES
Porterville Spinners
March 14, 1971
By Jack Light

POWDER PUFF
Pam Bales Ric
Elaine Smith Yam
50cc NOV/JR.
Bill Ritchey Suz
Kirk Lessley Yam
100cc NOV.
Ronald Lessley Suz
Kim Parker Kaw
Bob Boswell Kaw
100cc AM.
Don Andreatta Hod
125cc NOV.
Melvin Walker Yam
Michael Lessley Yam
125cc JR/EX.
Curt Lange Bul
Ryan Gifford Yam
Bruce Baseman Yam
200cc NOV/AM.
Art Carter Bul
Greg Hensen Kaw
Howard Howell Yam
250cc NOV.
Bobby Williamson CZ
Steve Potter Bul
Robert DePew Suz
George Penrod BSA
250cc JR.
Lyle Moore Bul
Wayne Farrell Bul
Russ Barnett Bul
250 EX.
Tracy Bright Bul
Jeff Johnson Suz
360cc NOV.
Dennis Watson Bul
Marshall Cook Mai
360cc JR.
Terry West Mon
Jerry Langley Mon
360cc EX.
Jim Keener Yam
Ron Keener Yam
650cc NOV.
Mike Mitchell Mai
James Reed BSA
650cc OPEN JR/EX.
Carroll Jackson Tri
Steve Martin BSA

ENDURO
Chaparrals M.C.
March 14, 1971

R. Steffan	H-D	A Hvy	4
W. Ocheltree	Yam	A Hvy	6
D. Evans	Oss	A Ltw	8
D. Frinell	Yam	B Ltw	10
B. Howseman	Nor	A Hvy	11
D. Ekins	H-D	A Tr	12
V. Hancock	Yam	A Hvy	14
R. Brunson	Gre	A Hvy	14
R. Knapp	Hus	B Hvy	14
G. Hoffer	Mon	Bltw	16
L. Denny	Yam	Bltw	16
D. Giovannetti	Hon	Btr	17
J. Norman	Gre	Bltw	17
J. Ingersoll	Oss	Bltw	17
R. Murray	Yam	A Hvy	17
J. Craig	Yam	B Ltw	19
D. Lewis	—	B Ltw	21
M. Butler	Gre	B Ltw	21
B. Lockshaw	Oss	B Ltw	24
F. Breckenridge	—	B Hvy	26
M. Heacox	Yam	B Ltw	26
R. Bishop	Kaw	A Hvy	26
M. Clark	Suz	B Ltw	26
J. Boggs	Yam	B Ltw	27
C. Bottum	Mai	A Hvy	27
C. Timms	Bul	B Ltw	31
D. Hoffer	Yam	B Ltw	31
J. Sheppard	Oss	B Ltw	31
F. Brook	Sac	B Ltw	32
J. Tullis	Hon	B Tr	36
B. Pugsley	Yam	B Hvy	37
D. Tyler	Hod	B Tr	37
B. Babroff	Sac	B Ltw	37
M. Holle	Yam	B Ltw	37
R. Scholle, Sr.	Yam	B Hvy	37
E. Wight	Suz	B Ltw	37
D. Chase	Gre	A Hvy	38
T. Lee	Kaw	A Hvy	38
J. Nixon	Hod	B Tr	39
R. Jansen	Hus	B Hvy	39
T. Carranza	Yam	B Ltw	39
R. Cooper	Yam	B Ltw	40
O. Oswalt	Hus	B Hvy	40
T. Ankerson	Hus	B Hvy	41
R. Hampton	Hus	A Hvy	41
B. Klock	Yam	B Ltw	41
J. Cooper	Gre	B Hvy	41
R. Marquee	Hod	A Tr	42
G. Griffin	Yam	B Hvy	42
D. Evans	Bul	B Ltw	43

TT SCRAMBLES
Elsinore, Cal.
March 13, 1971
By Lorri Lee

MIN
R. Hunt Kaw
S. Douglas Yam
M. Bruno Yam
100 NOV. NOV.
D. Jones Kaw
A. Glover Kaw
125 UP NOV. NOV.
R. Davidson Kaw
J. Wright Kaw
E. Henderson Hus
100 NOVICE
D. Vaughn Kaw
D. Stettler Suz
125 NOVICE
S. Smith Yam
F. Ridlow Yam
A. Hauser Yam
250 NOVICE
D. Nicol Ric
R. Kinnings AJS
D. Junker Kaw
R. Whalen Bul
B. Morse Yam
350-500 NOVICE
B. Rick Mai
T. Feaster Hon
OPEN NOVICE
J. Daly Tri
S. Meiss BSA
SPEC. NOVICE
B. Morse Yam
J. Pennington Bul
A. Close Oss
100 EXPERT
J. Coleman Kaw
C. Fruchey Kaw
125 EXPERT
L. Robinette Yam
J. Brockman Kaw
250 EXPERT
J. Sprague Bul
V. Hannon Kaw
H. Cheetwood Bul
500 OPEN EX.
J. Sprague Bul
G. Gillespie Yam
V. Hannon Tri
SPEC. EX.
J. Sprague Ric
V. Hannon Tri
SWEEPS
J. Sprague Ric

MOTOCROSS
Lawrence, Kan.
Feb. 21, 1971
By Doug Johns

100cc
Tom Foster Hod
Jim Hannah Hon
Larry Butell Hod
Larry B. Bowers Yam
Casey Phinney Suz
125cc
Pat Anderson Bul
John Stump Pen
Jesse McCollum Yam
Tom Loehr Pen
175cc
Daniel Halman Yam
250cc
Ron Bedell Oss
Kip Foster Oss
Jim Huff Oss
Dennis Smith Oss
OPEN
W. J. Persinger Hus
John Fike BSA
Bob Sutton Yam

MOTOCROSS
Puyallup, Wash.
March 14, 1971
By Kevin Hill (P)

125 "A"
Bob Rush
Michael Guthrie
Dan Brecht
125 "B"
Byron Gusa Bul
Mike Hughes —
Roger Stevens Sac
250 "A"
Brad Lackey CZ
Jim Pomeroy Bul
David Clift Suz
250 "B"
Richard Giboney —
Tim Sullivan Gre
Melvin Sowards Ric
OPEN "A"
Brad Lackey CZ
Bill Binckley Mai
Jim Pomeroy Bul
OPEN "B"
Mike Welch Hus
Allen Bricker —
Larry Wescott Mai

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SUBSCRIBE

MOTOCROSS
Bay Mare Park
Moorpark, Calif.
March 21, 1971 (P)
by John Bethea

100 JR
Rick Durand Hod
Tom Morris Hod
Dave Zahrt Bul
125 Jr
Bret Chapman Yam
James Burgess Sac
Dodd Jeff Yam
Gary Huber Yam
125 JR DIV II
Robert Fortier Sac
Tom Nelson DKW
Danny Wade DKW
125 SR
Dean York Mon
Danny Wade DKW
Jim Crook Sac
250 JR DIV I
Jeff Harriott CZ
J. Cunningham CZ
Tom Slagel CZ
Jack Haley Mai
250 JR DIV II/SR
(Jrs)
Craig Humber CZ
Will Harder AJS
Dick Parker Hus
(Srs)
Steve Scott* Bul
Dean York AJS
OPEN JR/SR
(Jrs)
Louie Lima Hus
Roger Spahr CZ
Scott Pelky Mai
(Srs)
Doug Grant* AJS
Gary Chaplin Mai
Mike Bast Mai
* Overall winner

A.C.A MOTOCROSS
Carlsbad, Calif.
March 21, 1971 (p)
By Richard Steck

100cc JR
Dale Buzza Bul
Steven Morford Suz
100cc INTER
Bruce McDougal Yam
125cc JR
Tony Duni Sac
Chris Jackson Pen
Gary Blandin
125cc INTER
John Townsend Bul
125ccSR
Carl Cotton Bul
Dick Frampton Bul
Geo Anderson DKW
250cc JR
L. Mellgren CZ
Pete Kolbett CZ
Bruce Fickling AJS
250cc INTER
Greg Wickam Bul
Bob Merrick CZ
500cc JR
Don Mardon Hus
Mike Stoner Mai
R. McCormick Hus
500cc SR
Ron Bunn CZ
Carl Cotton CZ
Jim Dahl Hus

MINT 400
Las Vegas, Nev.
March 21, 1971
J.N. Roberts

Max Switzer	Hus	400	9:54:05
Malcolm Smith			
L.E. Johansson	Hus	250	10:11:47
Gary Jones			1st 250
Duane Jones	Yam	250	10:14:04
Mike Patrick			2nd 250
Phil Bowers	Yam	360	10:21:26
Tom Muto			
Bruce Dunford	Hus	400	10:28:17
Don Fuller			
Steve Burgess	Yam	360	10:37:24
Ken Renick			
Gene Fetty	Hus	405	10:38:52
Jack Froelick			
Gary Griffin	Bul	250	10:43:09
Ronald Stacy			3rd 250
Curt Smith	CZ	360	10:50:58
Jim Fishback			
Jim McClurg	CZ	380	10:53:18

MOTOCROSS
Valley M.C.
Chico, Calif.
March 7, 1971

100cc
Lucky Kirby H-D
David Torres Kaw
Dan Casamajor Bul
Jim Chadwick Hon
125cc
(Am)
K. Jorgensen Bul
Bert Clark Sac
John Brown Yam
(Nov)
Toy Pryor Sac
Mike Lyons Yam
Jeral Landon Sac
H. Honeycutt Car
250cc
(Am)
Bob Hurgt Bul
K. Jorgensen Yam
Lonnie Foreman Hus
Mike Shads Bul
(Nov)
S. Plummors Bul
B. Ballinger Yam
M. Gildersleeve Yam
G. Sackrison Bul
OPEN
(Am)
Jim Hubbard Yam
B. Addington Hus
George Woods Mai
(Nov)
Bill Meseke Mai
Mike Hamel CZ
Allan Gaunt Hus
Don Davis Yam

Junior Race

Dennis Poneleit, Sarasota, Fla.	Hon
James Allen, Islington, Ont., Can.	Yam
John Lysight, Tracy, Que., Can.	Kaw
Kurt Liebmann, Bergenfield, N. J.	Hon
R. G. Wakefield, Indianapolis, Ind	Kaw
Edward Sturgess, Hamilton, Ont.,	Kaw
John Ciener, Cocoa Beach, Fla.	Yam
David Burchards, Long Beach, Calif	Hon
Johnny Lane, Bakersfield, Calif.	Kaw
D. W. Killen, San Diego, Calif.	Kaw
Paul Furlong, Allentown, N. J.	Kaw
James Zubritsky, Drums, Pa.	Yam
James Kersting, No. Judson, Ind.	Kaw
Jim Adams, Minneapolis, Minn.	Yam
Tom Schroeder, Marshall, Mich.	Yam
James Metrando, Poughkeepsie, N. Y.	Yam
Albert McAlexander, Memphis, Tenn.	Hon
John Nash, New Haven, Conn.	Yam
James Cotherman, Freeport, Ill.	Mat
Thomas Bardeman, Cypress, Calif.	Yam
William Moyt, Memphis, Tenn.	Tri
Tim Buckley, Baton Rouge, La.	Kaw
Loyal Penn, Palos Verdes, Calif.	Tri
Bart Myers, No. Brunswick, N. J.	Yam
Michael Meyer, Little Rock, Ark.	Hon
Dan Shoemaker, Cocoa Beach, Fla.	Yam
Allen Phillips, Chicago, Ill.	Nor
Fred Litsey, Dayton, Ohio	Tri
Gerald Stageberg, Wayzata, Minn.	Tri
Harry Cone, Sherman, Texas	Yam
Gary McGoron, Miami, Fla.	Yam
A. G. Shelley, Flint, Mich.	Kaw
Randall Platt, Islington, Ont.,	Nor
David Thompson, Pennsville, N. J.	Tri
Ralph Ridley, Willodale, Ont., Can	Yam
Richard Kilgroe, Costa Mesa, Calif	Kaw
Ronald Burns, Cambridge, Mass.	Kaw
R. W. Ring, National City, Calif.	Tri
Torello Tacchi, Chicago, Ill.	Nor
Larry Christopher, West Covina, Cal	Kaw
James Chen, Carson, Calif.	Kaw
Manuel Radboro, Montreal, Que., Can.	Hon
Gary Scott, Ont., Can.	Kaw
James Albert, Ft. Wayne, Ind.	Duc
Roy Hostetter, Mansfield, Ohio	Kaw
Stan Friduss, Ft. Lauderdale, Fla.	Nor
Sam Mosis, San Diego, Calif.	BSA
Conrad Urbanowski, Miramar, Fla.	Yam
Guenter Sommer, Highsprrings, Fla.	Yam
Al Baker, Reseda, Calif.	Tri
J. Hollingsworth, St. Augustine, Fla	Kaw
Douglas Libby, Dearborn, Mich.	Nor
Rodney Clark, Bedford, Pa.	BSA
J. C. Klusmeyer, Odessa, Texas	Nor
John Porter, Milwaukee, Wisc.	Yam
Delbert Busche, Ft. Wayne, Ind.	BSA
Bruce Lind, Alexandria, Va.	Kaw
Thomas Robinson, Rochester, N. Y.	BSA

Time: 1 hour, 58.27 sec. Speed: 99.925

MOTOCROSS
Oak Creek Ranch, Cal
March 21, 1971
by Ken Beach

POWDER PUFF
Karen Traw Bul
100cc JR
Les Ishman Hod
Larry Kreie Ric
R. Taylor Bul
125cc JR
G. Robertson CZ
Glen Scott
S. Gravesed Yam
125cc SR
Allen Garrett Yam
Russ Fuller Yam
Tom Garrett Yam
250cc JR
Steve Oliver CZ
Richard Foshay Mai
Mark McDonald Kaw
250cc SR
Jim O'Neal Ric
John Miller Hus
Dave Williams Yam
OPEN cc JR
Steve Rauch CZ
Layman Gattis Hus
Steve Bell CZ
OPEN cc SR
Jim O'Neal Ric
Mike Keen Hus
Mike Renno Hus

COMBO-CROSS
Indian Dunes Park
Valencia, Calif.
March 14, 1971
by John Grout

POWDER PUFF
J. Pennington Yam
G. Bird Yam
C. Higgins Sac
100cc JR
D. LaPorte Ric
S. Pinneri Hod
M. Morrison Hod
D. Blalock Sac
T. Pinneri Hod
J. Toutant Hod
100cc SR
T. Clark H-D
J. Wright Ric
S. Nutter Ric
125cc JR
R. Salmon Yam
T. Oswell Pen
J. Bauer Sac
125cc SR
D. Rodgers Bul
B. Holcomb Pen
B. Payne, Jr. Yam
J. Rice Puc
D. Wambold Yam
L. Shoemaker Yam
250cc JR
M. Keena CZ
K. Cook Mon
J. Maroney, Sr. CZ
S. Kohler Mon
S. Garrabrant Bul
G. Elliott Mai
250cc SR
G. Jones Yam
D. Rodgers Bul
R. Shirey Yam
L. Watkins Mon
B. Clements Hus
S. Merkel Suz
OPEN JR
D. Kadler AJS
T. Oswell CZ
R. Mendolia
R. Maxey Yam
J. Garey Hus
D. Pope Bul
OPEN SR
J. West Hus
G. Jones Yam
B. Holcomb Mai
J. Rice
T. Hart CZ
R. Shirey Bul

TT SCRAMBLES
Perris, Calif.
March 21, 1971 (P)
by Elaine Jones

50cc
Rod Sexton Yam
Ronnie Byars
Norbert Monohan
100 NOV I
Robert Thompson Kaw
Randy Monroe Kaw
Rex Hailey Bul
100 NOV II
John Karns H-D
Larry Mifflin Yam
David Young Kaw
100 NOV III
Mark Reichert Yam
Rick Hutchins H-D
Joe Monohan Yam
100-125 NOV/EX
Scott Smith Yam
Bobby Sanders Kaw
Paul Lambert Yam
125 NOV
Mike McClees Yam
Scott Nullenaux Yam
David Julian Yam
125 NOV
Art Castell Yam
Rick Doyle Yam
Mike Noon Yam
175 NOV
Dick Jenkins Bul
Joe Monohan Suz
Jim Southern Yam
175-200 AM
Jamey Blurt Oss
F. Baldozier Bul
250 NOV
Tom Stanford Bul
Jerry Renner Yam
Dave Mork Bul
250 NOV
Toby Stanford
Rodney Parsons Bul
Frank Eggers Yam
250 NOV/EX
Scott Smith Yam
Gary Caldwell Bul
Doug Mason Bul
350 NOV
Ron Foster Bul
Homer Barry,Jr Suz
F. Belanger Hon
500 NOV
Lionel Beard Mai
Jim Pool Mai
Bill Traver Mon
650 NOV
Jim Daly Tri
Ralph Hendricks Tri
Bryon Dalton BSA

C.M.C. MOTOCROSS
Saddleback Park
Irvine, Calif.
March 21, 1971 (P)
by John Shedd

100 JR
D. Shear Bul
J. Riggi Hod
J. Grottola Hod
125 INT
R. Myers Bul
L. Greene Sac
P. Carden Yam
125 EX
B. Urban Puc
E. Crippa Sac
P. DeBenedetti Sac
125 JR I
G. Martini Sac
B. Wygal Bul
B. Porteb Bul
125 JR II
B. Jeffries Bul
R. Didonato Mon
P. Perkins Yam
125 JR III
S. Hinrichs Pen
M. Felto Bul
C. Grodzicki Bul
250 INT
C. Rouse CZ
F. Rowe Oss
J. Rossi CZ
250 EX
D. Smith Mai
J. Rubic CZ
C. Nilson Hus

A.C.A. ROAD RACE
Carlsbad, Calif.
March 21, 1971
by Richard Steck

GP
Jack Kemner Vam
Roger Bittner Mond
175cc
Greg Comstock Bul
Bruce Martin Bri
250cc
Chuck Small Duc
350cc
Tom Page Kaw
Wes Cooley Suz
Mike Devlin Hon
SR GP
Sid Chambers Tar
50cc CL II
Ed Kelly Vam
100cc
Jim Evans Kaw
Mike Thomas Kaw
Bob Colburn Kaw
125cc
Phil Thompson Yam
Dick Carlson Suz
175cc
James Haberlin Bri
James McWorthy Bri
200cc
Pat Evans Yam
Jim Damron Suz
Dick Pearce Gre
250cc
Jerry Greene Yam
Jim Evans Kaw
350cc
Pat Evans Yam
David Blancett Hon
Dave Damron Kaw
500cc
D. Hanebrink Kaw
LTWT PROD
Ed Kelly Tar
Roger Bittner Mond
100cc

LTWT PROD
50cc
Ed Kelly Tar
Roger Bittner Mond
100cc
J. Haberlin Hon
125cc
Phil Thompson Yam
Sid Chambers Sar
175cc
Bruce Martin Bri
200cc
Pat Evans Yam
Jim Damron Suz
HYWT PROD
Dave Damron Kaw
Pat Evans Suz
Chuck Small Duc
350cc
Tom Page Kaw
Lory Johnson Kaw
John Grubb Yam
500 INT
B. Rhoades CZ
T. Darrah Hus
T. Sugg Hus
500 EX
P. DeBenedetti Mai
C. Minert BSA
G. Smith Mai
500JR
C. Bean Mai
L. Hench Mai
R. Roche Mai

250 JR I
E. Duncan CZ
K. Ratzloff Mon
D. Kidder CZ
250 JR II
J. Hendrickson Bul
R. Roche Bul
F. Sykes Mai
250 JR II
R. Eirsedt Bul
S. Scitutte CZ
P. Penland Mai

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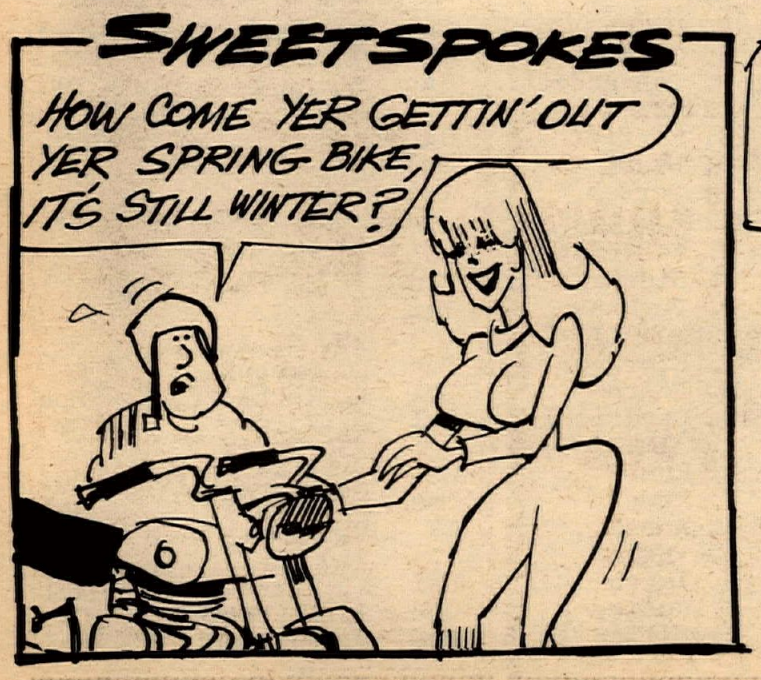

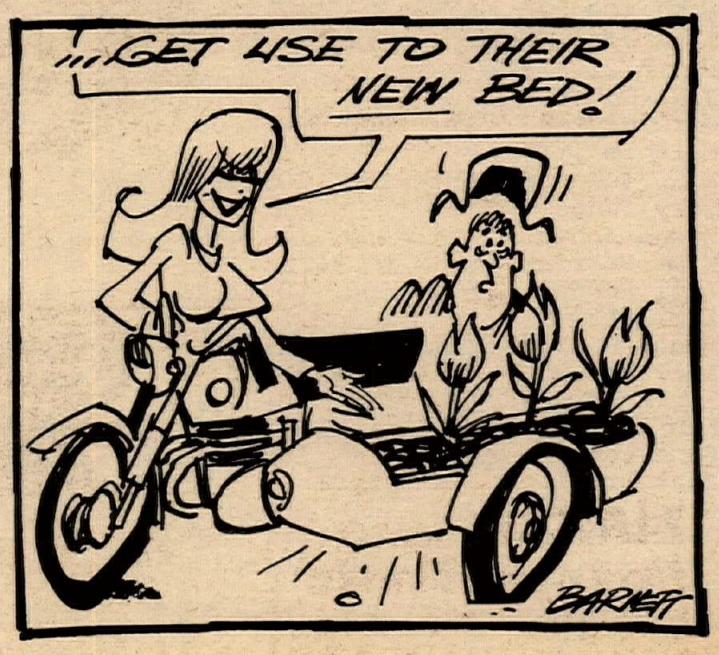

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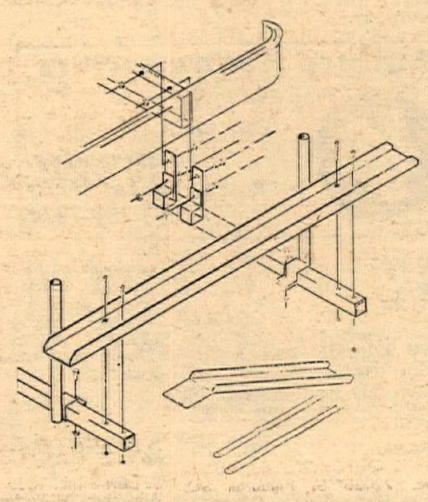

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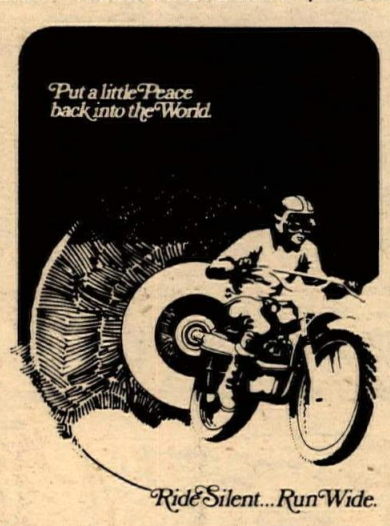

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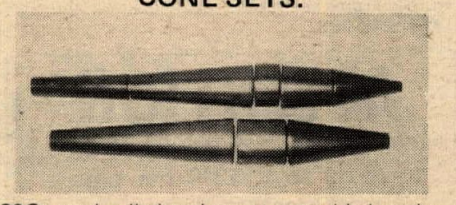

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ATTENTION: CYCLE NEWS CONTRIBUTORS
The names listed below have contributor checks coming. If your name is on this list, please contact Cycle News, 2499 Cerritos, Long Beach, Cal. 90806. Steve Atkinson, John Connolly, Rod Eschenburg, Donald Higgins, Craig Hunter, Gary McFarland, Daniel Marta, Joyce May, Mike Morris, Arlene Mullin, Roy Nichols, Steve Reyes, Marty Reynolds, Terry Ross, Mike Starr, Donna Tate (Tait), Wiltz Wagner, Richard Walden, Owen Williams and Don Wimpress.

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